

LONDON

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SHARING.BAR-BAR-
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BAR-BECUETAKE A TRIP TO
CALIFORNIA THIS MAY
LONG WEEKEND,
WITHOUT LEAVING
YOUR BACKYARD

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'It goes to
show hard
work pays off'London's Barefoot Walk picks
up steam. Use Metro AR towatch a video
from the youth-
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making strides
in recoveryZach Bell's progress at least
two weeks ahead of
schedule after suffering a
broken leg

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London teen eyeing city hall

Ward 6. Time for new
voices on council,
candidate saysMIKE
DONACHIE

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He may be the youngest candidate to try for municipal office this year, but don't tell Amir Farahi that's a disadvantage.

"I really hope that by the end of this campaign, no one asks me about age being a barrier to running," he said.

The 18-year-old Western student has filed papers for Ward 6, where Coun. Nancy Branscombe is to bow out. Farahi, a former student at Mother Teresa Catholic Secondary School, is studying political science and econom-

ics at Western. He learned much from being a member of the London Youth Advisory Council. He's lived in London since his family arrived from Iran when he was eight.

His interest in politics goes back to his childhood, when political activists would visit his family.

"My family didn't allow me to engage in political and economic conversations, and that sparked a curiosity to learn more, to put myself on a level where I can engage in conversation," Farahi said.

It's the same for today's Londoners, he argues. Government doesn't allow them to take part in the conversation, or to reach their potential. The word "No" is used too often. He smiles and mentions last week's decision on food trucks.

He says it's time for new blood at city hall, to encourage people to be creative, to help the city. The young and old have lots in common, he said, like fixed incomes and transit struggles.

Farahi has three main policies: sustainability, livable communities and fiscal



Amir Farahi, city hall candidate, wants to take the Ward 6 seat held by Nancy Branscombe.

MIKE DONACHIE/METRO

Ward 6 candidates

Also running in Ward 6
are Mike Bloxam, Flavio
Iannialice, Greg Munro
and Phil Squire.

responsibility. And he wants to talk about London's elephant in the room: the relationship with students.

"I recognize what was once a family-rich neighbourhood and community has turned into a student-con-

centrated neighbourhood," he said, saying he wants people to work together to live together.

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Data released

Where sex offenders were
— six years ago

New data released by Ontario's Ministry of Community Safety and Correctional Services shows where registered sex offenders were living in London as of May 2008.

The information — which counts the number of offenders in postal code prefixes across Ontario — was released after years of legal battles to suppress it. The battles started after Global News filed a request and ended after the Supreme Court of Canada ruled in their favour.

In London, the postal prefix N5Z was home to the most registered sex offenders — 57 of them — six years ago. The area is now bordered by Bradley Avenue to the south, Adelaide Street to the west, Highbury Avenue to the east and an area near the CP and CN rail tracks to the north.

The prefixes N6B and N5W both had 46 sex offenders, while N6C and N5Y had 41 each.

The data is from 2008 because that's when Global first filed the request. **SCOTT TAYLOR/METRO**

Dundas Street

Man hospitalized following blaze

A man was taken to hospital in critical condition after an apartment fire late Friday.

Firefighters were called to Dundas Street near William about 10:25 p.m. and found the occupant inside, police said in a statement Saturday.

The Ontario Fire Marshal is investigating. **METRO**



Click to vote: Christopher Evans wants to head to Tobago. **MIKE DONACHIE/METRO**

London man seeks 60 days in paradise

Tobago contest.
Videographer needs online votes to become 'Island Connoisseur'



MIKE DONACHIE
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It's the job of a lifetime, and this London man could be about to grab it.

But first, Christopher Evans needs help.

He's one of 10 finalists in the Island Connoisseur con-

test, hoping for "60 days in paradise." He just needs online votes to get him what he calls "a crazy opportunity."

"The prize is 60 days in Tobago and you have about \$25,000 to spend," said Evans, 22. "It's a job. I would be the Island Connoisseur and I would be going around the island."

"They'd be sending me to different locations, meeting different people and trying different opportunities. The premise is you share it with people back home in Canada using social media."

It doesn't stop at \$25,000.

Whoever heads to the sun will also be paid \$30,000 for 60 days' work as part of a promotional exercise by the Caribbean island's tourism agency.

The money would mean a lot to Evans, a Fanshawe College film studies graduate burdened with a student loan.

Whoever gets the most votes by May 16 will win the trip.

Unsurprisingly, it was a tempting opportunity. More than 200 people from across Canada applied.

The entry video Evans

How to vote

Head to 60daysinparadise.com to find out more about Christopher Evans, learn about the contest and see the 10 finalists' videos.

made for the contest "is a little different than everybody else's," Evans added.

"I kind of made it a little film, almost, of me asking myself in my head if I should enter or not, while covering all the points that they required for the video."

Cycle Link wants advisory committee's ear

The wheels are really rolling now for London cyclists.

With the newly minted cycling advisory committee now in direct contact with city council, London Cycle Link has mobilized to be front and centre with recommendations on how to make the city more cycle-friendly.

They met last week with leaders from Share the Road Ontario, city councillors from Waterloo and Oakville and others for what was the official launch of London Cycle

Bike friendly

"It's not forcing people out of their cars. It's giving me the option to get out of my car."

London Cycle Link steering committee member Anthea Rowe

Link's campaign.

It also served as a tremendous opportunity to drive forward ideas and to learn about what has worked elsewhere, said a member of the Cycle Link steering committee.

"We had about 90 people

there," said Anthea Rowe. "It seems a lot of people care about cycling in London."

One of the highlights was listening to the out-of-town councillors, who advised them to build relationships with the city and with other

like-minded groups.

"They said we need to stay positive and we need to position cycling as accessible transportation and not just as recreation," Rowe said.

The goal is to be able to cycle anywhere in the city safely, which means increased bike lanes and paths.

"More bike lanes and bike boxes have been added, but more can be done," Rowe said. "A lot of other cities are doing a lot more."

SCOTT TAYLOR/METRO



London Cycle Link steering committee member Anthea Rowe
METRO FILE

Hacker Studios co-founder awarded for helping new startups flourish

Local talent.

Entrepreneur growing business in London



SCOTT TAYLOR

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The London man behind the business that helps entrepreneurs start their own companies has been recognized for his efforts.

Joel Adams, who co-founded Hacker Studios on Dundas Street with Amanda Stratton, received the Entrepreneurship Ecosystem Builder of the Year Award for Ontario, presented by Startup Canada, an organization that strives to make it easier for Canadian entrepreneurs to become successful.

Hacker Studios, chosen as the host for the event, has created a positive ecosystem by



The entrepreneurs' helper Joel Adams, right, receives his award. OISIN OSKAR/OZONE PHOTOGRAPHY

offering shared office space, equipment, key advice and networking for people with a tight budget who are trying to get their business off the ground.

"We had over 100 people

here from across the province," he said. "People from Ottawa were here, we had people from the U.S. and all the major startup hubs from across the province celebrating entrepreneur-

ship here in London, Ontario."

Adams said there's a buzz that new things are happening in the city. "This is the best time in history to start a company," he said. "The costs and the

barriers have gone down significantly. They still exist and that's why Amanda Stratton and I started Hacker Studios. We did it to remove some of the more basic barriers that can

At a glance

The Startup Canada Awards recognize both organizations and individuals that have advanced entrepreneurship in Canada.

trip up entrepreneurs when they should be focused on their idea."

Startup Canada compares its awards to the Oscars for the Canadian entrepreneurship community. They recognize those who create the environment for startups to thrive — the mentors, institutions, companies and investors.

At the ceremony Thursday, Strathroy resident Gary Will received the Wolf Blass Lifetime Achievement Award for his long history of working with startups and support organizations to build a strong regional ecosystem.

In the line of duty: London police dog injured in chase

A London police dog was severely injured and a police officer assaulted as they pursued a man wanted by St. Thomas police in the early hours of Thursday morning.

They began tracking the man in the area of Brydges and Egerton streets about 2 a.m.

As the pursuit continued, the police dog, Bosco, cut his paw and punctured an artery on a piece of scrap metal. The

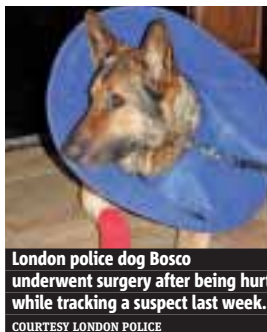
injuries required emergency surgery.

Meanwhile, a canine unit from St. Thomas resumed the track, eventually finding the suspect in a nearby residence where he allegedly assaulted a police officer and resisted arrest.

James Boyd, 31, has been charged with assault and resisting arrest.

Bosco is expected to make a full recovery.

SCOTT TAYLOR/METRO



London police dog Bosco underwent surgery after being hurt while tracking a suspect last week. COURTESY LONDON POLICE

Elgin-Middlesex-London

Riding has its NDP candidate

The NDP has named its candidate for Elgin-Middlesex-London.

Kathy Cornish will represent the party in the June 12 provincial election. Cornish officially accepted the nomination on Saturday.

It's a return trip to the ballot for Cornish, who was the NDP's candidate for the riding during the 2011 election.

METRO

Transport truck involved

Man charged after hydro pole felled

A man has been charged with a series of offences after a transport truck took out a hydro pole on Commissioners Road East near Highland Avenue at 5:25 a.m. Saturday.

Nathan Smith, 34, of Sarnia, was charged with theft of a motor vehicle, failure to stop at an accident, dangerous driving and driving while suspended. METRO

South of Woodstock

Girl, 9, killed in weekend crash

A nine-year-old girl is dead after a collision between a car and a farm vehicle Sunday south of Woodstock.

Provincial police say a Terra-Gator fertilizer sprayer collided with a car travelling in the opposite direction in Otterville just after 9 a.m.

Police say the driver of the sprayer wasn't hurt. THE CANADIAN PRESS

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Canadian band Neverest takes a selfie Friday with some of the more than 2,000 students who packed Victoria Park for the Barefoot Walk and Free the Children's We Create Change Tour stop. Neverest is part of the 90-stop tour along with Free the Children ambassador Stephen West, 11-year-old activist and blogger Hannah Alper and cast members from the TV series *Degrassi*. ANGELA MULLINS/METRO

Thousands keep feet on the ground

Barefoot Walk. Youth-led event marks big expansion, big guests from Free the Children



ANGELA MULLINS
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More than 2,000 students.

It was a hard number for Noor Shakfa to wrap her head around as she looked out over Victoria Park.

"It's huge," she said. "This is the first year it's grown to this proportion."

Shakfa was talking about London's Barefoot Walk — a living example of what can happen when motivated young people catch hold of a good idea.

The walk marked its seventh year Friday with elementary, secondary and university students slipping off their shoes and trekking



Noor Shakfa METRO

around the park as a fundraiser for Free the Children and local charities.

That's a simple explanation of what is, of course, a much more complex event.

Barefoot Walk, organizers said, is all about giving youths a chance to step up to the plate and create a better world.

Everyone is asked to go barefoot as a way of recognizing that walking in someone else's shoes is the only way to understand their struggles. It's through that level of understanding that people can be most inspired to take action, organizers said.

When the walk started, it involved only a handful of students lapping around the

block outside London South Collegiate Institute.

Little by little, it's grown as other area schools got involved, bringing this year's total to 27 schools. Once organized by South's social justice club, the event's now organized by its very own group representing nearly 10 schools.

For Shakfa, 18, who's continued her work as an organizer despite graduating high school, "it's astounding."

People from within — and outside — London have noticed the success, too.

Homemade T-shirts worn during the first years have been replaced by those made by professionals.

A design company has come on board to create thebarefootwalk.com, and, this year, Free the Children tapped the event as a stop on its cross-country We Create Change Tour.

The walk, having raised about \$140,000 since it started, was one of the largest gatherings of students included on the tour, a spokeswoman said.

"It goes to show hard work pays off," said Shakfa.

And, of course, that young minds can do great things.

Free the Children

Giving youth a voice

Nineteen years ago, a Canadian teenager decided he wanted to make a difference.

He called a charity in the area of his hometown — Thornhill, Ont. — and told the person who answered the phone about his desire to help.

"They said, 'Do you know where your parent's credit card is?' He said, 'No, no. I want to make a difference,'" recounts Spencer West, with an emphasis on "I."

It's the simple encounter that led Craig Kielburger, that Thornhill teenager, to join forces with his brother Marc and launch Free the Children.

West, now the non-profit's ambassador, has been telling the story often as he talks with young people on his 10-week We Create Change Tour.

It's important, he said, for students to realize they can force change in their own communities and around the world.

"One of the great things I love about Free the Children



Free the Children ambassador Spencer West takes the stage at Victoria Park on Friday as part of his We Create Change Tour. ANGELA MULLINS/METRO

is they give youth a voice, a voice to make a difference on the things that they care about," West said as he visited London's Barefoot Walk on Friday, one of 90 stops on his cross-Canada journey.

"I think the work that we do is very important in that regard, that we support students in making the world a better place."

The effort is part of Free the Children's Year of Education, which carries a goal of seeing 200 more schools built in developing communities

around the world.

West takes centre stage as the campaign's official spokesman, but the power of his mere presence outweighs many of the words he speaks.

A double amputee who's done everything from climb Mount Kilimanjaro to walk 300 kilometres on Free the Children's behalf, West's work has proven to be an inspiration.

We Create Change, though, is more about giving back than anything else, West said. ANGELA MULLINS/METRO

Quoted

"It goes to show hard work pays off."

Noor Shakfa,
on the Barefoot Walk's success

Unemployment rate dips. More people working in London-St. Thomas area

The unemployment rate in London-St. Thomas dipped to eight per cent in April, down from 8.2 per cent in March.

While the decrease isn't significant, it can be attributed to 1,900 more people working in April than the month before, said Statistics Canada analyst Vincent Ferrao.

The number of those employed in London-St. Thomas in April was 241,300.

In Ontario, the unemploy-

ment rate inched up to 7.2 per cent in April, a tenth of a percentage point higher than in March.

Nationally, Statistics Canada reported that the economy shed 29,000 jobs in April, leaving the unemployment rate unchanged at 6.9 per cent with participation in the labour market edging down. There has been little overall employment growth in Canada since August 2013. **SCOTT TAYLOR/METRO**

One-time boost

New Democrats promise \$100M for child care

A New Democrat government would inject a one-time \$100 million into licensed child care in Ontario if elected, party leader Andrea Horwath said Sunday.

The money, to be spent

next year, would go toward "stabilizing" a system destabilized by the Liberal government, Horwath said. "We see over a dozen child-care centres minimum across the province that are poised to close.... We can't have families in those communities having their child-care centres close and not having options for their children," Horwath said.

THE CANADIAN PRESS



Shoebbox Project gives a leg up to women in need

A recipient poses with one of 700 shoeboxes filled with goodies and necessities that were distributed at My Sister's Place on Friday. The giveaway was part of the non-profit's Shoebbox Project, which hands out boxes filled with about \$50 worth of items that a woman would enjoy but would not splurge on for herself in difficult times. **SCOTT TAYLOR/METRO**

Highway 401

13-year-old girl, man from Windsor die in car crash, London man injured

Two people from Windsor, including a 13-year-old girl, died and a London man was taken to hospital after a crash on the 401 just before 2:30 p.m. Saturday near Mull Road, the OPP said.

Driver Marc Lafontaine, 35, and passenger Alyssa Smulders, 13, died, while truck driver Leszek Urbaniak, 57, from London, has been released from hospital.

Separately, the OPP said a Woodstock man died in a motorcycle accident at 4:55 p.m. Saturday on Oxford Road 13, north of the Ninth Road in Norwich township.

It was the only vehicle involved.

David Howard, 48, died.

METRO

Co-author offers hope through book about her past

London Abused Women's Centre. Life story told in interviews



**MIKE
DONACHIE**
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A harrowing story of abuse, attempted murder and, eventually, a brighter future is told in a new book being launched at the London Abused Women's Centre.

Just When You Think It's All Over is a London memoir created by two advocate/counsellors at the centre.

"The main object of the book is to offer hope," said co-author Judy Miller Rose, whose life experiences are detailed in it.

She and collaborator Heather Wharram wrote it to offer insight for women suffering abuse, the people who help them and the people who know them.

"It's a life story of my journey as I perceive it," Miller Rose said.

"Because of the trauma, I couldn't sequence events, so I wouldn't be able to write the book. So I met Heather, who's an author, and we did the book through an interview process. Heather put the fragments of my life together and made it make sense."

Wharram said she wanted to tell the story to "normalize events of trauma," to help women who are going through something similar.

"I find it an honour that somebody would trust me enough to let me participate in this," she said.

The story includes the horrific events Miller Rose endured in 1983, when her husband tried to kill her. It speaks to how parts of the community, including the police, helped her.

There's also the story of how she met up, years later, with the officer who was the

Meet the writers

Judy Miller Rose and Heather Wharram will have a book signing to celebrate the release of their debut book.

- The book signing takes place on May 24 at the London Abused Women's Centre (797 York St.) from 10 a.m. to noon. It includes a reading at 11 a.m.
- To buy a copy of the book, which costs \$20, email heatherwharram@gmail.com.

first to arrive at her home after she called for help.

"I'm a believer in bearing witness and allowing women to talk about their experience with an open heart and an open ear," Miller Rose said.

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Insurgents say Ukraine region votes overwhelmingly for sovereignty

Two referendums.

Results could hasten country's breakup

Ninety per cent of voters in a key industrial region in eastern Ukraine came out in favour of sovereignty Sunday, pro-Russian insurgents said in announcing preliminary results of a twin referendum that is certain to deepen the turmoil in the country.

Roman Lyagin, election chief of the self-styled Donetsk People's Republic, said around 75 per cent of the Donetsk region's three million or so eligible voters cast ballots, and the vast majority backed self-rule.

With no international election monitors in place, it was all but impossible to verify the insurgents' claims.

The preliminary vote

count was announced just two hours after the polls closed in an election conducted via paper ballots.

A second referendum organized by pro-Russian separatists was held Sunday in eastern Ukraine's industrial Luhansk region, but no immediate results were released.

Ukraine's central government and the West had condemned the balloting as a sham and a violation of international law, and they have accused Moscow of orchestrating the unrest in a possible attempt to grab another piece of the country weeks after the annexation of Crimea.

The results of the two referendums could hasten the breakup of the country and worsen what is already the gravest crisis between the West and Russia since the end of the Cold War.

THE ASSOCIATED PRESS



Ukrainians living in Russia queue to get their referendum ballot papers and vote in Moscow on Sunday. Residents of two restive regions in eastern Ukraine cast ballots Sunday in referendums that seek approval for declaring sovereign people's republics in the Donetsk and Luhansk regions. THE ASSOCIATED PRESS

Bloodshed

Shooting in east Ukraine

Armed men identified as Ukrainian national guard opened fire Sunday on a crowd outside a town hall in eastern Ukraine, and an official for the region's insurgents said there were an unspecified number of deaths. The bloodshed in the town of Krasnoarmeisk occurred hours after dozens of armed men shut down voting in a referendum on sovereignty for the region. One of them identified the group as being national guardsmen. An Associated Press photographer who witnessed the shooting said two people were seen lying unmoving on the ground.

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Still no sign of Pinocchio or Jonah

Brett Crawford, left, and Mike Thom cut up the carcass of a blue whale in Woody Point, N.L., on Sunday. Newfoundlanders who want to keep at least one of two giant blue whales that washed ashore on the west coast of the island may get their wish. The man leading the Royal Ontario Museum's effort to dismember and transport those remains to Toronto says he must review plans to handle both carcasses. "My commitment when I came in was to do at least one whale and my hope is to do both of them," said Mark Engstrom, deputy director of collections and research for the museum, during a break from the huge, smelly job. The stench has been powerful enough at times that even seasoned fishermen have gagged.

PAUL DALY/THE CANADIAN PRESS

Politics

Tories downplay expectations for June byelections

The federal Conservatives are keeping expectations modest for their prospects in four byelections — two in Alberta, two in Ontario — set for the end of June.

"We all know majority governments don't typically fare well in byelections; the opposition parties do," said Cory Hann, communications director of the Conservative Party.

"And these rounds we don't expect to be any different."

The Conservatives anticipate hanging on to the two Alberta ridings, but do not expect to win more than 10 per cent of the vote in each of two Toronto-area contests, said one senior Tory insider, who spoke on condition they not be named.

"The two Ontario ridings, I think the writing's on the wall on those," said the source, who picked Justin Trudeau's Liberals to win both fights.

"If there's a race, the two horses in that race are going to be the NDP and Liberals."

THE CANADIAN PRESS

Tighter control. Justice Department cuts \$1.2M from its research budget

The federal Justice Department has chopped \$1.2 million from its research budget, and is tightening control to ensure future legal research is better aligned with the government's law-and-order agenda.

Previous legal research in the department sometimes caught senior officials "off-guard ... and may even have run contrary to government direction," says an internal report for deputy minister William Pentney.

The reduction means the loss of eight experienced legal researchers, most of them social scientists.

The result is a diminished research capacity, which now must be better controlled from the top to ensure it supports the government policies, says the report.

"The review confirmed that there have been examples of work that was not aligned with government or departmental priorities," says the October 2013 document, obtained by The Canadian Press under the Access to Information Act.

Some past projects have "at times left the impression that research is undermining gov-

'Significant loss'

The budget cut on April 1 this year — described as a "significant loss of resources" — represents about 20 per cent of research spending, and arises from deficit-cutting measures first set out in the 2012 budget.

ernment decisions."

The report did not cite specific studies, but a department report last year on public confidence in the justice system appeared to be at odds with the Conservative government's agenda.

Researcher Charlotte Fraser found many Canadians lacked confidence in the courts and prison system, but suggested it was the result of misunderstanding rather than any failures in the system, and that education could rectify the problem.

Critics said the finding was contrary to the government's approach, which is to pass tougher laws and impose harsher penalties rather than to cultivate a better-informed public. THE CANADIAN PRESS

Quebec wants to be exempt from temp-worker ban

Province 'a bit worried'
But federal employment minister's spokesman says there are no plans to lift the moratorium

The Quebec government is calling on Ottawa to lift the ban on restaurants hiring temporary foreign workers — at least in its own province.

Quebec's immigration minister Kathleen Weil was to meet with her federal counterpart Chris Alexander on Monday, according to spokesman Dave McMahon, who said Weil will ask that Quebec be granted an exemption to the moratorium.

torium.

"We are a bit worried about the impact of the moratorium on our restaurants and on our small- and medium-sized businesses," he said Sunday.

"We are ready to work with the federal government to tighten the rules of the program if need be."

Weil is also planning to make the same case to Employment Minister Jason Kenney, who oversees the temporary foreign workers program, McMahon said.

A spokeswoman for Kenney said there are no immediate plans to lift the ban, in Quebec or anywhere else.

"Abuse of the temporary foreign worker program will not be tolerated," Alexandra

Background

Ottawa announced the moratorium last month, after a string of reports alleging the program was being misused by the restaurant industry.

- The moratorium has been widely criticized by industry groups. Quebec's restaurant association called it "exaggerated and unreasonable."

Fortier said in an email.

"Allegations of misuse will continue to be investigated and any employer found to have violated the rules will face serious consequences." THE CANADIAN PRESS

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Catholics nuns attend a mass given in honour of the kidnapped Chibok schoolgirls, in Abuja, Nigeria, Sunday. Failure to rescue the girls, captive for nearly four weeks, has attracted mounting international outrage. SUNDAY ALAMBA/THE ASSOCIATED PRESS

‘Too terrifying for words’: Teen who fled captors

Nigerian school girls. Pope tweets call for prayer with #BringBackOurGirls

One of the teenagers who escaped from Islamic extremists who abducted more than 300 schoolgirls says the kidnapping was “too terrifying for words,” and she is now scared to go back to school.

Sarah Lawan, a 19-year-old science student, spoke Sunday as Nigerians prayed for the safety of the 276 students still held captive. Their prayers were joined by Pope Francis.

“Let us all join in prayer

Quoted

“I am really scared to go back there; but I have no option if I am asked to go because I need to finish my final year exams.”

Sarah Lawan, who escaped from Boko Haram extremists, on returning to school

for the immediate release of the schoolgirls kidnapped in Nigeria,” the Roman Catholic leader tweeted, using the trending #BringBackOurGirls.

Lawan said that more of the girls could have escaped, but that they were frightened by their captors’ threats to shoot them. She spoke in the local Hausa language in a phone interview from Chibok, her home and the site of the mass abduction in northeast Nigeria.

The failure to rescue those who remain captive four weeks later has attracted mounting outrage. Last week, Nigeria was forced to accept international help in the search, after ignoring offers for weeks.

More experts are expected in Nigeria to help rescue the girls, including U.S. hostage negotiators and others from Britain, France, China and Spain.

“I am pained that my other colleagues could not summon the courage to run away with me,” Lawan said. “Now I cry each time I come across their parents and see how they weep when they see me.”

Police say 53 students have escaped. **THE ASSOCIATED PRESS**

International outrage

Gov’t refused help for weeks

The president of Nigeria for weeks refused international help to search for more than 300 girls abducted from a school by Islamic extremists, one in a series of missteps that have led to growing international outrage against the government.

The U.K. first said it was ready to help the day after the mass abduction on April 15, according to the British Foreign Office. And the U.S. has said it offered help and was in touch with Nigeria “from Day 1” of the crisis, according to Secretary of State John Kerry. Yet it was only on Tuesday and Wednesday, almost a month later, that President Goodluck Jonathan accepted help from the U.S., Britain, France and China.

THE ASSOCIATED PRESS



Through the unintentional looking glass

The new Shangri-La hotel in the Shard — a famous skyscraper in London, U.K. (pictured) — offers rooms with a view, but it isn't always what guests expect. A design quirk means glass panels protruding from the building can act as mirrors once internal lights are switched on at night, so in some rooms it's possible to get a glimpse of neighbouring guests. Blinds are available for privacy. GETTY IMAGES

The Chinese have bought into Alibaba — should you, too?



HOW TO ROLL
Alison Griffiths
metronews.ca

Is it time to start saving your pennies for a run at Chinese Internet monolith Alibaba when it comes to a stock exchange near you? Perhaps.

First of all, it's going to be a humdinger of an Initial Public Offering (IPO). When Alibaba Group Holding Ltd. shares are listed sometime this year on either the New York Stock Exchange or NASDAQ, the company could have a market value anywhere from \$175 to \$250 billion US. That will make it one of the largest companies on the planet; perhaps it will even crack the Top 10.

Quick guess. What is the largest company in the world? Apple Inc., Wal-Mart Stores Inc., Exxon Mobil Corp.? Nope. According to Forbes Magazine, top spot

goes to Industrial & Commercial Bank of China Ltd. (ICBC), a Chinese bank, with assets of \$3.1 trillion.

But if you rank companies by market capitalization, i.e. the value of shares outstanding, Apple wins at \$483 billion, followed by Exxon Mobil, Google Inc. and Microsoft Corp.

Back to Alibaba. As is the case with most IPOs, there will probably be an investor honeymoon throughout what is called the lock-up period. It usually lasts from 90 to 180 days after the IPO launch during which insiders, such as owners or founders, cannot sell their shares.

When a lock-up period expires, listed companies often sag. Remember Facebook, Inc.? It had a number of lock-up periods, which isn't typical for IPOs. When the first one expired, the shares plummeted to just under \$20, a loss of about 50

per cent.

However, Alibaba is a very different company than Facebook. Unlike the social media networking giant, it is vastly diversified as the largest e-commerce company in China. Part virtual shopping mall and part Internet payment service with a dash of B2B and B2C (business-to-business and business-to-consumer) marketplace, Alibaba has its fingers in everything to do with online consumption in the world's most populous country.

And, as Business Week staffer Drake Bennett recently put it, "China, it seems, has only begun to shop."

Nonetheless, technology IPOs are notoriously risky. If you do manage to get your hands on some shares early on, watch the stock price carefully and consider selling half before the lock-up period expires.

London's billionaires

U.K.'s capital city now the capital city for billionaires

A new study of the super-rich finds that London, U.K., has become the capital of the world's wealthiest, with more billionaires than any other city.

The Sunday Times says London has 72 residents whose fortunes exceed \$1.6 billion US. **THE ASSOCIATED PRESS**

Sorry, not sorry?

Nintendo sorry, but still won't add gay avatars

Nintendo is apologizing and pledging to be more inclusive after being criticized for not recognizing same-sex relationships in English editions of a life-simulator video game. But the publisher said it was too late to change the game. **THE ASSOCIATED PRESS**

Del Bosco's out

Baird calls for new VIA Rail CEO, gets his wish

VIA Rail has named a new chief executive officer a little more than a week after Foreign Affairs Minister John Baird called for new leadership at the Crown corporation.

Yves Desjardins-Siciliano is taking over from Steve Del Bosco. **THE CANADIAN PRESS**

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OPERATING WITH CO-OPERATION

Last week, Liberal Leader Justin Trudeau made it well-known that he is only interested in candidates who are “pro-choice.” In other words, anyone opposed to abortion has no place in the Liberal party and will simply not make it through the application process.

And incumbent Liberals who are not pro-choice who became MPs before this new hardline stance?

Their beliefs will be “respected to a certain extent,” Trudeau said. “But our position as a party is we do not reopen that debate. I have made it clear that future candidates need to be completely understanding that they will be expected to vote pro-choice on any bills.”

So there you go. Debates shall not be reopened.

This seems like a common refrain in politics these days. Lines are being drawn and there is no budging.

We see it at the federal level from our Conservative government, and we’re certainly seeing it at the provincial level in On-



URBAN COMPASS

Todd Devlin

london@metronews.ca

tario recently as we head towards an election. What Kathleen Wynne, Andrea Horwath and Tim Hudak might call decisiveness, I call hard-headedness or the type of rigidity that is entirely unproductive.

The problem is, politicians and political parties today are taking hard stances on so many issues that it’s becoming virtually impossible for any party to work together. It was no surprise, then, that Horwath denounced Wynne’s budget earlier this month (after not even meeting with the premier beforehand). If I were a betting man, I’d guess that it didn’t matter what was in that budget. Horwath was coming out against it, regardless.

That’s the instinct in politics today: Reject, criticize, and spew your own talking points. Not only is this strategy closed-minded and accomplishes nothing, but it’s also disingenuous.

Is there really nothing on which Horwath and Hudak can

agree? Wouldn’t it be refreshing, even just once, to hear a politician give credit to an opponent for their hard work? Or maybe for an idea that would help move the province forward?

Since when was co-operation a dirty word? Or compromise? These elected representatives are supposed to be serving the general public, after all. They should be trying to provide Ontarians with opportunities for good health, success, prosperity and happiness — not playing partisan politics.

We don’t have time for that. We’re still not fully recovered from a recession, we have too many people without jobs, we have a minimum wage that remains well below a living wage and a child poverty rate that doesn’t seem to go down (nearly 40 per cent of children of single mothers in Ontario, for instance, are living in poverty). This isn’t a game. Real people’s lives are at stake. This shouldn’t be about individuals and parties seeking power for power’s sake, but instead doing what’s best for the majority of Ontarians.

So I say smarten up, politicians, and start working together for a brighter future.

Follow Todd Devlin on
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ZOOM

Smooching Moose for the win



Halifax Mooseheads forward Stefan Fournier, second from right, plants a smooch on Jonathan Drouin after a first-period goal in Game 5 of the QMJHL final on May 14, 2013. JEFF HARPER/METRO FILE

Metro photographer gets the prize

A picture-perfect moment of two Halifax Mooseheads players celebrating a goal during last year’s QMJHL final — by locking lips, no less — has landed a Metro Halifax photographer an Atlantic Journalism Award.

Jeff Harper was one of three finalists in the category of newspaper photojournalism feature at Saturday night’s awards ceremony in Halifax.

METRO

Brotherly love captured in a kiss

Harper won for his once-in-a-lifetime shot of jubilant Mooseheads Jonathan Drouin and Stefan Fournier celebrating a goal with a quick brotherly smooch during Game 5 of the QMJHL final against the Baie-Comeau Drakkar at the Metro Centre.

Halifax won that game, and the series in five games, to take home its first-ever President’s Cup title. The photo was shared by thousands and received media coverage from outlets across Canada. METRO

Swept up



“It was in the moment and I’m going to kiss my brother.... By the way, for all the ladies out there, Jo’s a great kisser.”

Stefan Fournier, commenting last May on teammate Jonathan Drouin’s technique

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In this issue, you can find AR enhancements on pages 4 and 7 in News, page 9 in Business, page 11 in Scene and page 17 in Sports

Worth mentioning. Rare ‘mono mono’ newborn twins doing well, held hands for mom to see

Twin girls born with a rare condition in Ohio were breathing on their own and their mom said she and her husband were able to hold them on Mother’s Day.

Sarah Thistlethwaite said babies Jillian and Jenna were removed from ventilators Sunday afternoon after they were able to breathe comfortably. She told The Associated Press that she and her husband, Bill, both held them for a while on Sunday.

“It’s just hard to put into words how amazing it feels to know the girls are OK,” she said. “It’s great to know that they’re doing so well, and being able to hold them.”

The identical twin girls shared the same amniotic sac and placenta. Such births are called monoamniotic, or “mono mono,” and doctors say they occur in about one of every 10,000 pregnancies.

They were born Friday at Akron General Medical Center, grasping each other’s hands when doctors lifted them up for their parents to see after delivery.

Thistlethwaite told the Akron Beacon Journal that this was “the best Mother’s Day present ever.”

“They’re already best friends,” said Thistlethwaite, 32. “I can’t believe they were holding hands. That’s amaz-

ing.”

Jenna was born first at four pounds, two ounces, with Jillian following 48 seconds later at three pounds, 13 ounces.

They were moved temporarily to Akron Children’s Hospital because they needed breathing assistance. Thistlethwaite expects to be released from Akron General on Tuesday, while the girls will remain in the hospital two to four weeks.

Dr. Melissa Mancuso helped deliver the twins, one of several amniotic pairs she has helped deliver in 11 years. She said the twins are at risk during pregnancy of entanglement of umbilical cords, which can cause death. THE ASSOCIATED PRESS

metro

RIDE

SPRING 2014

HONDA EDITION

The Odyssey: Safe, comfy



CIVIC-MINDED FIRM A GOOD FIT FOR CANADA

Wheels Editor **Norris McDonald** on the Civic, leasing and the Alliston plants

FOCUS ON TECHNOLOGY

We review the **Accord**, the **Fit** and the **CTX1300 motorcycle**

MOTORSPORTS
'Without racing, there would be no Honda'



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SEE PAGE A3 FOR DETAILS

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HondaOntario.com
Ontario Honda Dealers

Civic-minded firm a good fit for Canada

Honda's manufacturing arm employs 4,200 Canadians



Norris
McDonald

A little more than 20 years ago, my pal Warren Stanton called me for a game of golf. "I'll pick you up," he said.

He arrived in a little red car — a two-door hatchback — that I recognized to be a Honda Civic. I must confess that I'd never been in one until he pulled up that morning.

Now, Warren wasn't a big guy but he was big enough. Anybody who knows me does not have the word "small" in their vocabulary. And we both liked to think we were either Arnold Palmer or Jack Nicklaus, which meant we played with full sets of clubs, which are not little.

So I looked at this small car, and our big bags of clubs, and the two of us, and I said: "Are we all going to fit into this thing?"

And he said, "I have had this car for four years — I bought it used — and it has not let me down once. The back seats fold down to open up the trunk space. And I have had everything back there, from a baby's playpen to — and this is true — a kitchen sink, and there has always been plenty of leg room for me and whomever up front. So put your clubs in there beside mine and let's go."

The two sets of clubs went into that hatchback without a problem. But when I couldn't get my pull-cart in, Warren said not to worry because he had a coupon for an electric cart and I wouldn't need it.

So in we got and off we went and I promptly fell right in love with that Honda Civic.

I have not been alone in my affection. For the past 16 years running, that model has been the top-selling passenger car in Canada. In total, Canadians have purchased 1.7 million Civics since Honda started selling it here in 1973.

True, it's gone through several styling changes over the years (not all of them popular, by the way) but what was attractive about it right from the start, and remains so today, is that it is stylish and functional and economical. What more do you want in a car?

It's interesting that the first Honda automobile sold in Canada was a Civic. It had a four-cylinder, 1,200-cc engine that produced 60 horsepower. It went out the doors of Dalt's Honda (the first Honda dealership in Canada), that was then located at the corner of Eglinton Ave. and Caledonia Rd. in the heart of Toronto.

The guy who bought the car — one of 747 made-in-Japan Civics purchased in Canada that year — traded it in a couple of years later, and the dealership hasn't let it out of



BLOOMBERG FILE PHOTOS

A third Alliston facility, an engine plant, opened a little more than five years ago and now turns out 195,000 engines per year.

its sight since. In fact, it can still be seen at Dalt's Honda in Orillia, and I plan to pop by for a look in a few weeks when I head up there for a family visit.

Since those early days, of course, Honda has established itself as a major Canadian manufacturer and retailer. According to company literature, Honda of Canada Mfg. (HCM) built a plant in Alliston in 1986 and began to assemble the Honda Accord there.

In so doing, Honda became the first Japanese automobile manufacturer to establish a production facility in Canada and it was all part of a world-wide company commitment to begin building vehicles as close as possible to where they were being sold.

In 1988, the Alliston plant switched to producing the Civic and it still builds that car there today. Ten years later, a second plant was opened in Alliston to begin production of the Odyssey minivan, which is, just about hands-down, the best of the minivans still on the market in Canada.

A third Alliston facility, an engine plant, was opened a little more than five years ago.

In all, Honda's Canadian manufacturing arm represents a total investment of \$2.6 billion, employs 4,200 Canadians, can build 390,000 vehicles a year for sale at home and in the United States (in fact, more than 5.4 million vehicles have been built here since

equipment products, including lawnmowers and snowblowers.

But the primary focus is on cars and other vehicle products. Sedans, coupes, hybrids, light trucks — they're all there.

New for 2014, with an eye on the next generation of buyers who are considered more environmentally conscious, will be the Fit, which the company has high hopes for in the subcompact segment, and the all-new HR-V Compact SUV.

Built on the same platform as the Fit, the literature for the HR-V suggests a spacious interior made possible by a unique centre tank layout. What Honda calls a Magic Seat allows for multiple seating configurations and the second row seat will fold down flat for added cargo space (shades of my pal Stanton's old Civic).

Said Dave Gardner, vice-president of sales and marketing for Honda Canada: "Both Fit and HR-V demonstrate how great things can come in small packages, and no one does this better than Honda. We're creating an entirely new market segment with the HR-V that, together with Fit, will provide the gateway to the Honda brand for both first-time new-vehicle buyers as well as long-time Honda loyalists."

I had a chat with Honda Canada President Jerry Chenkin after the unveiling of the Fit at the North American International Auto Show in Detroit in January, and he was bullish on his company's prospects for not only continued prosperity but perhaps even a sales record in 2014.

"We're very proud of the job that our dealers and Honda associates did in 2013 and this year," he said. "With the introduction of the new Fit, we're hoping to have an all-time record."

Reminded that 2008 was the company's big year, when more than 151,000 Honda vehicles were sold, Chenkin added: "This year, we're expecting to beat that."

The Canadian president also suggested the company would be promoting leasing in 2014.

"I think leasing is very important to Honda," he said. "Last year, we launched for the first time ever in the industry a bi-weekly lease program where, for a very reasonable payment every two weeks, everybody can come and drive a brand new Honda."

Chenkin and I finished our Detroit conversation with a few words about on my favourite sport, and an event that's close to his heart — the Honda Indy Toronto races at the Canadian National Exhibition July 18-20. The only full-time Canadian driver in the Verizon IndyCar Series, James Hinchcliffe of Oakville, has Honda power this season.

"We've got a double-header Honda race coming up in July and Hinchcliffe driving for us," said Chenkin. "We're excited."

"We all love James and we think he's going to do a great job."

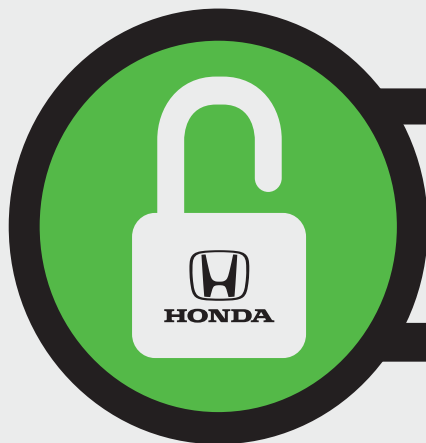


The first Honda Civic sold in Canada — at Dalt's Honda in the heart of Toronto — can now be seen at Dalt's Honda in Orillia.

1986), turns out 195,000 engines every 12 months and produces the Honda Civic Sedan, Si and Coupe in Plant 1, and Honda Civic Sedan and CR-V in Plant 2.

A good corporate citizen, Honda purchases \$1.9 billion in goods from Canadian suppliers each year. In all, Honda has about 3,400 North American suppliers with 2,700 of those from Canada, including 2,500 from Ontario.

The company supports more than 210 Honda and 50 Acura automotive dealers in Canada, and 600 other retailers who sell Honda motorcycles, scooters and power-



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*No purchase necessary. Closes June 2/14 (10 p.m. ET). Open to Ontario residents (18+). Enter when you purchase, lease or finance a new previously unregistered 2014 Honda Civic from an Ontario Honda Dealer by June 2/14. Four prizes (one per week) available – each consisting of a cheque in the amount of the selling price (inclusive of applicable fees and taxes) of the eligible vehicle. Example: if a winner purchased, leased or financed a 2014 Civic DX Sedan 5MT (model FB2E2EEX), then his/her prize will consist of a cheque in the amount of \$19,504.98 (calculated as \$15,690 MSRP, \$1,495 freight and PDI, plus applicable EHF tires (\$29), EHF filters (\$1), A/C levy (\$100 except Civic DX), OMVIC fee (\$5), PPSA lien registration fee (\$40), lien registering agent's fee (\$5.65), and \$2,239.33 taxes). Skill-testing question required. Non-winning eligible entries automatically carry forward to subsequent draws. Odds depend on number of eligible entries. Full rules (including no purchase entry details) at HondaOntario.com. Limited time bi-weekly lease offers available through Honda Financial Services Inc. (HFS), to qualified retail customers on approved credit. Bi-weekly payments include freight and PDI (ranges from \$1,495 to \$1,695 depending on 2014 model). EHF tires (\$29), EHF filters (\$1), A/C levy (\$100 except Civic DX & Fit DX models), and OMVIC fee (\$5). Taxes, license, insurance and registration are extra. QRepresentative bi-weekly lease example: 2014 Civic DX Sedan // 2014 Fit DX // 2014 CR-V LX 2WD on a 60 month term with 130 bi-weekly payments at 0.99% // 0.99% // 1.99% lease APR. Bi-weekly payment is \$78.82 // \$66.87 // \$134.80 with \$0 down or equivalent trade-in, and \$800 // \$2,250 // \$1,250 total lease incentive included. Down payments, \$0 security deposit and first bi-weekly payment due at lease inception. Total lease obligation is \$10,246.59 // \$8,692.94 // \$17,524.60. 120,000 kilometre allowance; charge of \$0.12/km for excess kilometres. PPSA lien registration fee of \$45.93 and lien registering agent's fee of \$5.65, due at time of delivery are not included. For all offers: license, insurance, other taxes (including HST) and excess wear and tear are extra. Taxes payable on full amount of purchase price. Offers only valid for Ontario residents at Ontario Honda Dealers. Dealer may lease for less. Dealer order/trade may be necessary. Vehicles and accessories are for illustration purposes only. Offers, prices and features subject to change without notice. See your Ontario Honda Dealer or visit HondaOntario.com for full details. **Based on Association of International Automobile Manufacturers of Canada (AIAMC) data reflecting sales between 1997 and December 2013. ³Based on Fuel Consumption Guide ratings from Natural Resources Canada. Transport Canada approved test methods used. Your actual fuel consumption will vary based on driving habits and other factors – use for comparison only.

REVIEW: 2014 HONDA FIT SPORT

Long in the tooth, high on utility

Outgoing hatchback holds up against newer competitors



Peter
Bleakney

Honda's next-generation Fit arrives soon, but the second-gen still trumps all competitors when it comes to utility, thanks to its marvelously capacious hatch and clever rear magic seat.

The 60/40 split seat flips forward in an easy fluid motion, creating a 1,622-litre, flat load space, enabled by the centrally mounted fuel tank and specially shaped torsion beam rear suspension. You could fit a washing machine in there.

The other trick is the ability to flip up the rear seat cushion, providing space behind the front seats for tall objects, such as plants or bikes.

For a car that was first shown at the 2007 Tokyo Motor Show, the Fit still looks surprisingly fresh and modern, with its big headlights and radically raked hood and windscreen.

The 2014 Fit starts at \$14,635 for the DX model (add \$1,410 for a/c), followed by the LX (\$17,155) and the Sport (\$19,055). My Sport tester with optional 5-speed automatic transmission checked in at \$20,255.

The interior is holding up well, too. Granted, the plastics are a bit plasticky when compared to newer offerings, but I like the trio of large central gauges with their cool illuminated blue markers and the funky centre stack featuring an asymmetrical array of large and functional controls. Outward visibility is excellent.

The steering wheel tilts and telescopes, and is leather-wrapped in the Sport model. There are two glove boxes (the upper has an iPod/USB port in the Sport), lots of cubbies and a hidden storage compartment in the bottom of the left rear seat cushion.

However, the dreaded touchscreen interface is not to be found in this older Honda, nor could I find heated seats on the menu.

Another aspect reminiscent of Hondas gone by is the way it drives.

With only 117 hp and 106 lb.-ft. of torque on tap, the little 1.5-L i-VTEC four is no powerhouse, but it's a willing spinner. Good thing, too, because any kind of meaningful acceleration requires plenty of revs.

Factor in quick steering, perky handling, choppy ride and a decided lack of sound insulation and this Fit delivers the kind of scrappy performance that harks back to the days when kids bought Civics because they were a hoot to drive.

That's not to say the Fit is uncivilized. It's just not overly sanitized.



PETER BLEAKNEY PHOTOS FOR THE TORONTO STAR

For a car that was first shown at the 2007 Tokyo Motor Show, the Fit still looks surprisingly fresh and modern, with its big headlights and radically raked hood and windscreen.



The interior is holding up well, too, with its trio of large central gauges.



Fit's other trick is the ability to flip up the rear seat cushions.



The 60/40 split seat flips forward, creating a 1,622-litre, flat load space.

The choice of transmission factors large here. Go for the five-speed manual and the Fit really begs to be thrashed. However, it has the engine spinning at a busy 3,000 r.p.m. at only 100 km/h.

The five-speed auto may not be as engaging but it delivers better fuel economy and makes for a much more relaxed highway experience. The tachometer shows 2,800 r.p.m. at 120 km/h.

City/highway fuel consumption ratings for the 2014 Fit with 5-speed auto are 7.1 and 5.4 L/100 km. I averaged 6.8 on my watch.

The Sport rides on 16-inch alloys (up from 15-inch steelies with hub caps), gets a rear stabilizer bar, fog lights and an upgraded six-speaker audio system that sounds pretty good.

Now that most small cars are trying to act like big cars, the 2014 Fit is a charming little throwback. There is a fairly long list of competitors that are smoother operators.

The all-new 2015 Fit arrives in showrooms this summer. It offers more power, better fuel economy, more interior space, ramped-up refinement and is safer.

The Magic Seat remains, a CVT replaces the five-speed auto, the manual transmission gets six gears, and horsepower jumps to 130.

All of which suggests there could be some heavy discounts on the still-desirable 2014 model.

The vehicle tested by freelance writer Peter Bleakney was provided by the manufacturer. Email: wheels@thestar.ca.

2014 HONDA FIT SPORT

Price: \$19,055 base, \$20,255 as tested.

Engine: 1.5-L i-VTEC four.

Power/torque: 117 hp/106 lb.-ft.

Fuel consumption L/100 km: 7.1 city, 5.4 hwy.

Competition: Toyota Yaris, Nissan Versa Note, Ford Fiesta, Chevy Sonic, Mazda2, Kia Rio, Hyundai Accent.

What's best: frisky, frugal and functional.

What's worst: refinement trails the competition.

What's interesting: a centrally mounted fuel tank and specially shaped torsion beam rear suspension allow for deep load space.

REVIEW: 2014 HONDA ODYSSEY

Safe, quiet, comfy and very clean

In-house vacuum one of many upgrades on Honda minivan



Mark
Richardson

I've never driven a vehicle with a built-in vacuum cleaner before.

My wife couldn't believe it. "Why can't you keep the house as clean as you keep that van?" she asked, when I whisked wayward crumbs from the seats for the second time that day.

The vacuum is something of a luxury in the 2014 Honda Odyssey. You have to buy the top-of-the-line Touring edition to get it, which costs \$48,050 and also includes a 650 watt 12-speaker sound system and a 16.2-inch twin DVD display screen for the back passengers. If you don't want those things, anyone can buy a similar Shop-Vac for a couple of hundred dollars, although it won't store away so conveniently.

But if there's any vehicle that needs a vacuum, it's the family minivan. Storage cubbyholes everywhere get sprinkled with cookie debris, seats are wedged with snack detritus, and carpets are covered with mud from soccer cleats. A couple of kids can make a minivan very dirty, very quickly.

Not the Odyssey we drove to Montreal, though. I used any excuse to unhook the hose from behind its cover in the rear cargo area and start cleaning. I even showed it to the valet at our hotel. He looked impressed. My wife did not.

"Men and their toys," she sighed.

The latest generation of Odyssey is a lot more than the vacuum cleaner, of course, and more of the features previously only available at the top of the line are now standard at all trim levels.

The excellent six-speed automatic transmission now powers even the base \$29,990 LX edition, and every Odyssey offers cylinder deactivation to improve fuel consumption. If you're cruising and don't need instant power, it will run on just three of its six cylinders to use less gas.

The 3.5-L engine itself is unchanged, but the new transmission helps provide an official fuel consumption of 10.9 L/100 km in the city, and 7.1 on the highway. Its official combined rating is 9.2, which is an improvement of half-a-litre over the old five-speed.

During our 1,000 km with the van, I used an average of 11.1 L/100 km, most of which was either cruising on the highway or gliding around the cobbled streets of Old Montreal.

The Odyssey does glide very well. Put your kids in the back and they'll scarcely notice



MARK RICHARDSON PHOTOS FOR THE TORONTO STAR

Honda's excellent six-speed automatic transmission now powers all models of the Odyssey, and all include cylinder deactivation to improve fuel consumption.



The Odyssey was serene, quiet and smooth, with a ride that just floats over bumps in the road.

you're moving.

In the Touring edition, there's every electronic convenience available to distract passengers from the tedium of actual travel: conventional and satellite radio, Aha music through a tethered smartphone, CDs and DVDs of course, a Blu-ray player for movies and even computer games on the drop-down screen through separate HDMI

2014 HONDA ODYSSEY

Price: \$29,990 to \$48,050

Engine: 3.5-L V6

Power/torque: 248 hp/250 lb.-ft.

Fuel consumption L/100 km: 10.9 city, 7.1 hwy.

Competition: Toyota Sienna, Dodge Grand Caravan, Kia Sedona, Nissan Quest.

What's best: Very safe, very comfortable, very clean.

What's worst: Expensive, only one sunroof, second-row seats don't fold away completely.

What's interesting: The Odyssey is built in Lincoln, Ala.

connections to their consoles.

Be wary, however, before all this gadgetry seduces you. My teenage boys just listened to music saved on their phones and were quite content.

They were quite comfortable, too. All minivans are generous with headroom and the Odyssey is spacious enough for the whole family to stretch out and still have

room in the back for luggage. All but the base LX comes with seating for eight, and unlike SUVs, the third row is as comfortable as the second.

The back row folds snugly and easily into the floor, if preferred, so the rear becomes flat like a station wagon behind the second row of seats. This is how we travelled, with all our luggage handy in the back, and then some. A large artist's canvas, four-by-five feet, sat unharmed on the top of everything — just try that in a sedan or SUV.

The second row of seats will fold forward to create more cargo room if needed. They can even be removed completely, but you will need somewhere to put them. Only Chrysler has Stow 'n' Go, which folds both rows of seats flat beneath the floor.

The Odyssey used to have a lazy-susan storage carousel under the floor in the centre, but that's now a place to keep the spare tire. It makes sense, freeing up storage space that's easier to access in the back.

The middle seat in the second row — available on all but the base model — removes for improved access to the rear, but it doubles as a little table with cupholders when it's folded down, so we left it in place.

My kids didn't give their safety a second's thought, but this Odyssey is even more protective than before. The front is re-engineered and reinforced to better distribute the force of a head-on collision. Fortunately, we did not test this.

I did discover the comfort of the drive, which was serene and quiet and smooth. The Toyota Sienna may have optional reclining airplane seats in the middle row and a second sunroof, but the Odyssey has a ride that just floats over bumps and ripples in the road.

It also has active noise cancelling through the 12 speakers to muffle any road and wind noise, and even an optional acoustically-quiet windshield.

The Touring version comes with blind-spot detection warning lights, which flash from the mirrors if there's another vehicle hidden as it drives in the lane alongside, as well as HID self-levelling headlights, 18-inch wheels and a memory driver's seat. It's intended to be as safe as it is comfortable, and as easy to drive as it is reliable.

All of this adds up, so the Odyssey is not cheap. Even the base model is \$10,000 more than a reasonably equipped Dodge Grand Caravan, but seven different trim levels let you choose just what you want for your van.

If you want the vacuum cleaner, be prepared to spend top dollar. It has its benefit, though: you're guaranteed always to have the cleanest vehicle in town. Wayward crumbs don't stand a chance.

The vehicle tested by freelance writer Mark Richardson was provided by the manufacturer. Email: wheels@thestar.ca.

2014 HONDA ACCORD SEDAN TOURING

Fresh and frugal sedan is surprisingly engaging

Ninth-generation Accord rises to meet its challengers



Lesley Wimbush

Honda has had 38 years to get the mid-size sedan formula right, and seems to have got it down pat with the Accord.

But in one of the most crowded and cutthroat segments, no one can afford to rest on their laurels.

While the Toyota Camry has long been the Accord's nemesis, the Ford Fusion and Nissan Altima are also jostling for top spot, along with a more recent onslaught from the Koreans — Hyundai's Sonata and Kia's Optima.

Now in its ninth generation, Honda's perennial bestseller has been massaged into a more sculpted image, but is still instantly recognizable. The new Accord has traded its frumpiness for a fresher look. A wider stance and sharply creased front fascia give it a more aggressive and sporty air, and LED driving lights add a touch of sophistication.

Although I have to admit the sexier coupe would have been my first choice, climbing into the top-spec Touring sedan really wasn't much of a let-down, with its crisp black sheet metal and twin chrome tail pipes.

At this trim level, the cabin features premium soft-touch materials, leather upholstery and a full roster of technology.

The wheelbase has shrunk by 90 mm over its predecessor, but interior space has increased. Overall cargo volume increases by 36 litres, while rear passengers gain 33 mm of legroom. The trunk, at 447 litres, is on par with competitors.

The interior is attractive and sophisticated, al-



LESLEY WIMBUSH PHOTOS FOR THE TORONTO STAR

Honda's perennial bestseller has been massaged into a more sculpted image. A wider stance and sharply creased front fascia give it a more aggressive and sporty air.

though what initially appeared to be "piano black" trim had a sparkling sort of metal flake look.

There's a 8-inch colour display at the top of the centre stack. Underneath, a secondary screen provides touch sensitive control over all resident functions, from infotainment and navigation to climate control.

It's a fiddly process, as all functions are also accessed via a rotary knob on the centre console and require several screens' worth of shuffling to perform even simple functions such as smartphone pairing.

Cloud-based HondaLink connects the driver to a variety of services, but using their own cellphone data plan. Facebook, Twitter, thousands of music stations and even audio books can be accessed using

steering-wheel or voice-activated controls.

There's a full roster of safety features, including forward-collision warning and lane-departure warning, which I found irritatingly sensitive, and switched off.

Impressive, though, is the new lane watch system. When the right turn signal is activated, a camera mounted on the passenger-side mirror reveals blind spots — and projects them onto the car's display screen. It's perfect for spotting cyclists and late-merging vehicles.

In addition to the various technology aids, the lower belt line and narrower, high-tensile steel A-pillars add to the car's improved visibility.

During a week spent roaming the countryside, with a couple of highway trips

thrown in, the Accord was surprisingly more engaging than I'd anticipated.

Electrically assisted steering is on the light side, but sharp and accurate, if a little lacking in feedback. Sure, paddle shifters would have made it even more fun to drive, but their absence isn't really an oversight in this segment.

Swapping the old double wishbone front suspension setup for MacPherson struts reduced noise and vibration, and, combined with a stiff unibody platform, provides the Accord with one of the liveliest characters in its segment. It is certainly firmer and more responsive than the Camry.

Our harsh winter left many of the back roads buckled and marked with potholes, but the Accord handled them with fairly admirable composure, with very little noise or bumps finding their way into the cabin.

Although most buyers will probably find the 2.4-L 4-cylinder with 185 horsepower more than adequate, the optional 278-hp, 3.5-L V6 in my Touring is a surprisingly smooth performer, and powerful enough for an embarrassing front-wheel spin on takeoff.

Matched to a conventional six-speed automatic transmission, this powertrain was more frugal than I'd anticipated, delivering 8.1 L/100 km overall.

This is largely due to the engine's Variable Cylinder Management — the ability to shut down three of its six cylinders whenever possible, and with more frequency under "Econ" mode. In the all-important realm of fuel-consumption numbers, this moves the Accord ahead of all its competitor's top-trim models.

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The downside is that the engine runs slightly rougher during the transition. Like other manufacturers, Honda uses active noise cancellation to mitigate harshness, but it doesn't approach the vault-like silence with which General Motors used the same technology in its Impala, Buick and even the new turbocharged Malibu.

There are certainly sportier vehicles in this segment — Mazda6 comes to mind — and both the Mazda and the Kia are arguably prettier.

But there are few vehicles that have resonated with buyers the way the Accord has in terms of all around usability, frugality and reliability.

The vehicle tested by freelance writer Lesley Wimbush was provided by the manufacturer. Email: wheels@thestar.ca.

2014 HONDA V6 TOURING

Price: \$35,400
Engine: 3.5-L V6
Power/Torque: 278 hp/252 lb.-ft.
Fuel Consumption
 L/100 km: 9.6 city, 5.7 hwy.

Competition: Toyota Camry, Ford Fusion, Mazda6, Kia Optima, Chevrolet Malibu
What's Best: Surprisingly good performer, yet delivers good fuel numbers.

What's Worst: Confusing connectivity system.

What's interesting: First Accord to use strut suspension since the second generation in 1981-85.



Accord scraps transmission to boost fuel efficiency

Two motors are better than one in the 2014 Accord Hybrid

GERRY MALLOY
 SPECIAL TO THE STAR

It's like a game of one-upmanship.

Three- and four-speed automatic transmissions have long-since given way to five- and six-speeds. And seven-, eight- or nine-speeds are becoming increasingly common — not just among luxury brands but right at the entry level.

So are CVTs (Continuously Variable Transmissions), which offer a theoretically infinite range of drive ratios between a given maximum and minimum.

The more gears, the better the fuel efficiency, or so the theory goes.

Honda has a different idea, however, at least for one of its models. No transmission at all!

The 2014 Accord Hybrid, recently named Canadian Green Car of the year, has no transmission, in the conventional sense of providing different gear ratios.

The need for different gear ratios results primarily from the nature of the torque output from a gasoline engine. Its torque tends to peak in the mid-to-upper speed ranges — a bit lower if the engine is turbocharged.

But just off idle, its torque output is very



TORONTO STAR FILE PHOTO

Hybrid uses one electric motor to get the car up to cruising speed and then allows the gas engine to take over.

low. Unfortunately, that's when it's typically needed most, to get the mass of the vehicle moving and to accelerate it up to the desired speed.

The solution is to use a lower gear for starting off — one that multiplies the available torque and, at the same time, lets the engine run at a higher speed, where it can generate a usable level of torque.

Adding more gear ratios allows smoother and faster acceleration, shifting progressively through the gears, as well as improving fuel efficiency.

But throw an electric motor into the mix and the situation changes — dramatically.

That's because electric motors generate their maximum torque at start-up — essentially at zero speed.

So, ideally, if the electric motor is sized for the purpose and always has an ample energy supply, it could be used to get the vehicle moving and accelerate it up to cruising speed without involving the engine, which is inefficient at the task.

At cruising speed, with fixed direct-drive gearing, a gasoline engine would be generating more than sufficient torque to take over from the electric motor, the torque

output of which falls off as speed increases.

The two would effectively complement each other's strengths and weaknesses.

Most hybrids take advantage of those principles, typically linking the outputs of the two powerplants through some form of planetary gearset. But Honda has rethought that relationship.

Its so-called two-motor hybrid system uses one electric motor with a fixed-ratio drive to the wheels and a second, smaller motor that starts the gasoline engine when needed, but serves mostly as an engine-driven generator to charge the battery pack or provide electric power directly to the primary motor.

Honda calls that two-motor system an electric CVT (eCVT) but there are no variable gearsets, belts or pulleys involved. It's simply the speed of the primary electric motor that determines the speed of the wheels and thus the car.

In most cases, below highway cruising speed, it's only that motor that is mechanically connected to the wheels. The engine simply drives the smaller generator — making the system, in effect, a series hybrid, similar to that of the Chevrolet Volt.

At about 70 km/h, however, a lockup clutch closes between the engine and drive motor, linking them both to the drive wheels.

The gasoline engine, operating at high efficiency in that speed range, drives the wheels directly.

If the vehicle load doesn't also require power from the motor, it reverts to a generator, driven by the engine, to help recharge the batteries.

The engine is rated at 141 horsepower and 122 lb.-ft. of torque; the electric motor at 166 and 226. Their combined maximum power output is 196 hp.

The net result is a fully capable mid-size sedan with a fuel consumption rating of just 3.8 L/100 km.

It's a slick system that seems to work as well in practice as it does in theory.

ing car in a row.



honda.ca

MOTORSPORTS

Racing is in Honda's DNA, and helps

Ongoing role in motorsports helps create better vehicles



Stephanie Wallcraft

Honda Canada President Jerry Chenkin is fond of quoting his company's founder: "As Mr. Honda said, 'Without racing, there would be no Honda.'"

Soichiro Honda, who died in 1991, was the industrialist who founded the Honda Motor Co. in 1948 and firmly believed that racing helped improve the company's cars and motorcycles.

From Formula One to karts and everything in between, Honda has a proud and deep history in motorsports.

Undoubtedly, the most famous of that history is the marque's partnership with McLaren that carried Ayrton Senna to three World Drivers' Championships between 1988 and 1991.

That partnership will be renewed next season as Honda returns to Formula 1 for the first time since 2008, after being lured back by the sport's new technical regulations.

Given that McLaren's current power-plant partner is Mercedes, which has been utterly dominant under the new regulations thus far, and that the sport's other engine manufacturers will all have a full-season head start, Honda is certain to be under intense scrutiny.

In typical Japanese fashion, though, a steady course has been plotted and is being executed with precision.

"With regard to the targets we have set ourselves, we are making satisfactory progress," says Yasuhisa Arai, senior managing officer and director of Honda research and development.

"By around spring, we hope to be running tests on our second batch of engines, and these will form the basis for our final race-spec engines."

That same systematic approach has naturally shaped Honda's motorsport strategy worldwide. Here in North America, racing activities are overseen by Honda Performance Development, a division formed when Honda decided to get involved in open-wheel racing by entering the CART Indy car series in 1994.

In its early days, HPD existed simply to rebuild engines that were designed in Japan and shipped to North America. Over time, its role expanded incrementally to include increasing development and localization.

Today, HPD's hallmark program is the current generation of Verizon IndyCar Se-



TORONTO STAR FILE PHOTO

One of the most popular grassroots Canadian racing championships was the Honda-Michelin Challenge Series that ran from the mid-1970s into the 1990s and for one year in 2004.



TARA WALTON/TORONTO STAR FILE PHOTO

Sebastien Bourdais of France crosses the start/finish line during the 2013 Honda Indy Toronto.

ries engines, which were designed from the ground up at the HPD headquarters in Santa Clarita, Calif., and are also built and maintained there.

President Art St. Cyr explains that the division's steady growth and expansion of responsibilities were very deliberate.

"It was always part of the growth plan to do that," he says, "and to expand into other racing series as well."

To that end, HPD entered the American Le Mans series in 2007 and won at least one

prototype class team championship in every year from 2009 until the series was merged into GRAND-AM at the end of last season.

Honda continues to compete this year in the resulting TUDOR United SportsCar Championship, in the Prototype class, and will see action at Canadian Tire Motorsport Park July 10-13.

Unlike in IndyCar, for which engines are purpose-built, the Prototype class in TUDOR conforms to the same rules as the

European LMP2 class, which requires engines to be production-based.

That means that apart from adding turbochargers and making some minor tweaks, the same V6 engine design that can come in a Honda Accord or Acura MDX also competes in professional sports car racing.

"It was a joint development project between HPD and (Honda R&D Americas in) Ohio," says Allen Miller, leader of sports car engines for HPD. "They knew the base engine, we knew race engines, and we worked together to put together a package."

HPD's development work isn't limited to power-plants. The group has developed several generations of open-cockpit prototype chassis, and a new closed-cockpit coupe chassis was recently announced for the 2015 racing season.

HPD is also working on a customized set of wings and sidepods to complement the Dallara chassis in IndyCar, as it launches its aero kit development program next year.

Continued on next page

automaker build better products

On top of all of that, HPD also oversees Honda's involvement in other levels of motorsport in North America, including the Continental Tire SportsCar Championship, Pirelli World Challenge, SCCA, F1600, USAC Midgets and Quarter Midgets, rally racing and karting.

This is an enormous amount of work and investment for an automaker to put into a program that isn't directly related to selling cars. So, what's in it for Honda?

The first and most obvious benefit is the natural proving ground that racing provides. HPD gathers a ton of data on the durability and performance of its components, and regularly shares that information with the R&D division.

"A lot of the development data that we have, the things that we see in our testing, the responses that we get from changes, we try to communicate with the engineers in R&D and relate that to a lot of the challenges and responses that they get in their own testing," says Mark Crawford, leader for HPD's IndyCar engine program.

"It all adds to the collective database. We make a lot more power and we rev a lot

higher, so we're able to fill out part of the spectrum that maybe, they on their own, wouldn't be able to do. Likewise, they complete part of the picture for us."

Racing also helps Honda's internal operations by honing its own corporate mentality and strategies.

"Racing builds better products, and it teaches you to problem solve," Miller says.

"You have to get it right, and if you don't, you fail. If you're not on time, you fail. If you don't make a good product, you fail. It teaches people to respond quickly and appropriately."

Ultimately, Honda sees its participation in motorsports as being integral to the image the company wants to convey to its customers.

"Racing is in Honda's DNA," St. Cyr says. "We always want to look at how we can showcase our technology, how we can showcase our engineering skill, by winning races."

"Racing is fun and exciting, and it's all of the things we want people to associate with Honda."

wheels@thestar.ca

RACING AND HONDA

At this summer's two-race Honda Indy Toronto, July 18-20, Ontario Honda dealers will once again be presenting Fan Friday (with free entry) in support of Make a Wish Canada.

They'll be asking for donations at the gate in support of the charity.

- Honda Canada and James Hinchcliffe, an Oakville native and three-time race winner in the Verizon IndyCar Series, have formed a one-year partnership that will see Hinchcliffe tapped to promote the Honda brand across the country.

The agreement came about after Hinchcliffe's team, Andretti Autosport, made the switch to Honda engines for the 2014 Verizon IndyCar Series season, and was announced at the Canadian International Auto Show in February.

"I'm going to be helping with a lot of promotion for them, doing a lot of charity work for them," Hinchcliffe says. "They've been such a big supporter of IndyCar and the race in



Honda Canada and Oakville's James Hinchcliffe have formed a one-year partnership that will see Hinchcliffe promote the brand across the country.

Toronto specifically. It's so cool to be part of the family. I'm really looking forward to it."

- Although the focus in recent years has been on upper-level professional motorsport — IndyCar, in particular — Honda Canada promoted and sponsored one of this country's most famous grassroots racing championships, the Honda-Michelin Challenge Series. Launched in the mid-1970s (and revived for a year in 2004), the series ran for 17 years and featured street-legal Hondas that racers could drive to the track (a car, incidentally, they might also drive back and forth to work or to the grocery store), tape over the headlights, go racing and then turn around and drive home afterward. It is still missed.




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ORIGINALITY

Still doing things its own way

Innovation and fresh thinking drive Honda's success



Gerry Malloy

"Innovate, don't imitate." That's the philosophy Soichiro Honda instilled in the company that bears his name.

It's a philosophy the company espouses to this day and is still apparent in its products — especially in its engines, for which it is justly famous. Honda is the largest manufacturer of internal-combustion engines in the world.

From the time the company entered the auto business, it has flouted convention and done things its own way — things that were often taboo in the hidebound traditions of the established automakers of the day.

Honda introduced engines with overhead camshafts in its cheapest entry-level cars at a time when pushrods prevailed and such exotica were the hallmark of race cars and high-dollar sports cars.

It entered Formula 1 racing with a car wholly of its own design, using an unconventional air-cooled engine, when it was yet a neophyte in the auto business — and won.

It developed and introduced CVCC (compound vortex controlled combustion) — a lean-burn stratified-charge engine technology that allowed it to meet new emissions-control regulations without exhaust after-treatment, early in the 1970s when others were struggling to do so even with catalytic converters.

It subsequently developed VTEC (variable valve timing and lift electronic control), which uses a combination of electronics and hydraulics to switch between two different cam profiles, thus enabling both high-speed power and lower-speed efficiency.

The system altered both valve timing and lift, while other advanced systems of the day adjusted just timing, not lift.

Subsequent iterations of the concept evolved into i-VTEC (intelligent VTEC), which added intake valve phasing (automatic valve-timing adjustment) to the dual-lobe timing and lift control.

Later on came a workable and virtually seamless variable cylinder management system that enables Honda's V6 engines to run on three, four or six cylinders, as engine load demands, thus saving fuel in lighter-load conditions.

Along the way, Honda introduced the first production hybrid-electric vehicle sold in Canada — the original Insight — and con-



TORONTO STAR FILE PHOTO

Honda introduced the first production hybrid-electric vehicle sold in Canada — the original Insight — and continues to offer hybrid powertrains in various models.



PHOTO BY JIL MCINTOSH FOR WHEELS

The 2014 Accord Hybrid was recently named Canada's Green Car of the Year.

tinues to offer hybrid powertrains in various models.

The company's most recent innovations on the powertrain front are part of what it calls Earth Dreams technology — a wide-ranging approach that is based as much on philosophy as technology. Honda describes the Earth Dreams label as a set of technolo-

gies that "takes into account both our need to protect the environment and our desire to provide a joy of driving."

Whimsical as the name may seem, it encompasses some very real hardware, which includes new four-cylinder and V6 engine families that build on those earlier technologies with the brand's latest advancements,

including direct fuel-injection.

The suite of technologies also includes new CVTs that further improve efficiency, while enabling a sporty driving character uncharacteristic of the genre.

Perhaps most exciting is an all-new dual-motor hybrid system (used in the Accord Hybrid and Plug-in Hybrid) that eliminates the transmission altogether. The gasoline engine drives the wheels directly only at highway cruising speed and needs no intermediate gears to do so.

At lower speeds, when the engine is running, it simply drives the secondary electric motor as a generator, to charge the batteries or feed electricity directly to the primary motor, which drives the wheels — in effect, a series hybrid system.

For all-wheel-drive vehicles, there's also an electric SH-AWD (Super Handling-All-Wheel-Drive) hybrid system that employs two electric motors to drive the rear wheels individually, when needed.

Varying the torque to an individual wheel can also assist in maintaining vehicle stability or increasing or decreasing the rate at which it turns into a corner, as circumstances dictate, thus improving its handling.

Innovative.

PREVIEW: 2014 HONDA CTX1300

A motorcycle made for many roads

Is it a cruiser, a touring bike, a sport tourer or something else?



Costa
Mouzouris

SAN DIEGO—Few motorcycles I've ridden have stirred as much debate as the 2014 Honda CTX1300 during its press launch.

Heated discussions arose as to whether it is a cruiser, a touring bike, a sport tourer or something else entirely.

It has a low seat height, mid-mounted footpegs and a long wheelbase, all of which are cruise attributes.

However, its 1,261-cc, 90-degree V4 engine, and unique wheel sizes (18-inch front, 17-inch rear) hint at its ST1300 sport-touring pedigree.

And it also has integrated saddlebags, a Gold Wing-inspired fairing and a sound system, all of which are clearly touring bike items.

Contributing to the CTX1300's ambiguity is its styling. It has a long and low profile from the side, it looks sporty from the front, and is completely inconspicuous from the rear. The look seems to work, though, since bystanders took notice — some even giving it a thumbs-up.

Although two versions of the CTX1300 will be available in the U.S., a standard model and the Deluxe, we will only get the latter in Canada, which comes equipped with traction control, linked ABS, self-cancelling turn signals, heated grips and a centre stand for \$18,999.

A detuned version of the ST1300 engine powers the CTX, with claimed output down to 83 hp (European specs) from 124, while peak torque is down to 78 lb.-ft. from 92.

That's a significant decrease, but the drop in power doesn't feel as drastic as the numbers would suggest, as power now peaks 2,000 r.p.m. sooner than on the ST1300. Like the ST, the CTX has five speeds and shaft final drive.

The engine is almost electric smooth, and very little vibration makes its way to the rider. Despite the reduced output there's ample pulling power, especially in the lower rev range.

The powerband is broad and prairie-flat, and there's still plenty of top-gear passing power available at highway speeds. Although it's unnecessary to spin the engine into the upper rev range, its V4 drone sure sounds sweet when you do.

Honda claims 5.8 L/100 km using the European standard, allowing the CTX a theoretical range of more than 325 km from its 19.5-litre fuel tank.

The fairing borrows styling cues like the



KEVIN WING

Honda transcends categories with the 2014 CTX1300. The bike is comfortable and nimble but commands a premium price.

swept-back headlights, side vents and shorty windscreen from the Honda F6B, which itself was inspired by the Gold Wing.

The CTX also features LED headlights as standard equipment, a first for Honda. Inside the fairing, you'll find a sound system that features Bluetooth connectivity and a USB port hidden inside one of the two small compartments.

Honda says rider comfort was among the top priorities when designing the bike and it's difficult to dispute that claim. Mid-mounted footpegs and a swept-back handlebar lace you in a very relaxed, upright position that reduces strain on your lower back, unlike the foot-forward riding position of a typical cruiser.

The seat is wide and its raised bolster is far enough behind to allow you to move around and stretch your legs.

The seat provides touring-bike, all-day comfort, proving itself quite worthy after a day of riding.

The shorty windscreen does little to provide touring-bike wind protection, although a taller accessory windscreen is available, and it works quite well.

The CTX has relatively light and neutral steering, although its long wheelbase and fat rear tire (200/50R17) are hindrances in tight turning transitions, where it takes

some effort to straighten up the bike before leaning it back down again.

The suspension isn't sophisticated in specs, but it is sophisticated in feel and control and is remarkably compliant.

Some additional rebound damping would be needed in the rear for a very aggressive pace, but I don't think a CTX buyer would be interested in chasing sport bikes anyway.

An occasional bump-induced jolt rattles your fingertips, caused by the rigid mounting of the handlebar, which is long and resonates when you hit sharp bumps.

The saddlebags each boast a 35-litre capacity but they cannot be easily removed. We were told the CTX looks quite stylish without them, so a quick-detach mechanism would have been a welcome addition.

Honda claims to have created a new category with the introduction of the CTX1300, although I think fitting it into any single category is too narrow a view.

The truth is it wears many hats, and it can commute or carve winding roads as easily as it can tour the country (with the addition of the taller screen).

Honda seems to have reintroduced the everyday motorcycle.

Transportation for freelance writer Costa Mouzouris was provided by the manufacturer.

Email: wheels@thestar.ca.



Honda's detuned V4 gets a boost in low-end power.

2014 HONDA CTX1300

Price: \$18,999

Engine: 1,261 cc, 90-degree V4

Power/Torque: 83 hp/78 lb.-ft.

Transmission: Five-speed

Fuel Economy (L/100 km): 5.8

Competition: Kawasaki Vaquero, Yamaha FJR1300

What's Best: Engine character, rider comfort.

What's Worst: No cruise control, rigid mounting of handlebar.

What's Interesting: The CTX1300 is one of only two motorcycles currently available with an LED headlight as standard equipment.



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Ebooks



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MIND THE APP

Kris Abel
@RealKrisAbel
scene@metronews.ca

Like a ghost in the past drawn to the voices of the living, this exploration of post-war Vancouver offers 44 historically researched eavesdropping tales of immigrants, newlyweds, war vets, and politicians discussing anxieties and corruptions similar to today. Although glitchy at times, the vintage music and the way you can snoop through people's belongings help make the time travel feel atmospheric.

Television

Lost creators fess up to a few flops

Lost creators Damon Lindelof and Carlton Cuse have admitted what fans and haters have said all along: much of the mostly gripping TV show really wasn't any good.

The mysterious drama had several strong seasons but petered out and lost many fans as it stumbled to its love-it-or-hate-it finale.

"We did 121 hours of Lost. Arguably only 15 to 20 of them were subpar, bordering on turds," Lindelof tells Esquire magazine.

THE ASSOCIATED PRESS

Locke took director on an unconventional ride

Making the ordinary mesmerizing. Directing Locke was just the kind of challenge Steven Knight was looking for



NED EHRBAR

Metro World News in Hollywood

Prolific British writer and director Steven Knight wanted to do something unconventional when he came up with the idea of Locke, a film about an ordinary man (Tom Hardy) driving across England while dealing with personal and professional crises via speakerphone. What's unique is that the entire story is told from within the car, seemingly in real time. It was an idea so unique, Knight found, that some car companies didn't want any part of it.

Where did the idea to do such a contained setting for a film come from?

I'd just finished making a conventional film, and a couple of things had happened. One was that I'd noticed how beautiful and hypnotic urban environments at night shot from inside moving vehicles are. You get this moving light show, which I found quite beautiful. At the same time I was trying to take filmmaking back to the very basics of what the job is, which is to get a load of people into a room, turn off the lights, and have them engage with a screen. How many other ways are there of doing that? To make life



Actor Tom Hardy and director Steven Knight attend the Locke Premiere during the 70th Venice International Film Festival at the Sala Darsena in Venice, Italy, in September, 2013. GARETH CATTERMOLE/GETTY IMAGES

more difficult for myself, I wanted to make the main character the most ordinary person in the world — he's married, he's got two kids, he works in construction with concrete. There is nothing about him that would make the papers. This is a very ordinary tragedy, and I just wondered if audiences would go with it.

And how did you go about getting Tom Hardy involved?

He was quite keen to play a straight role because he's always larger-than-life monsters or villains or

whatever. This is probably his first straight role as an actor. It was Tom who brought the Welsh accent into it because he's got a friend who's Welsh, and he said, "He's a very ordinary, straight person so I'll do that voice." The character was always going to be concrete, he was always going to be ordinary, and then Tom invested that with the thing that he brings to every role.

So how did you like the BMW?

It was fine, but originally we were going for a Land

Rover, and they didn't want to do it. Because it's such a weird concept and weird idea, I think people just thought we were mad. And so we went to BMW. A lot of people have asked, "So did you get some sort of great deal from BMW?" But we didn't. They just said, "You can have two vehicles for 10 days, and then give them back to us at the end." That was it. Retrospectively, I wish I had made more of it.

The car comes off very well in the film.

I know! It never breaks down or anything (laughs).

DC's Constantine gets a spot on the small screen

The DC Comics character John Constantine will be among the new faces on the network this fall.

Played by Keanu Reeves on the big screen in 2005, John Constantine is the anti-hero of the Hellblazer comics, which were first introduced in the 1980s. Mysterious and sarcastic, the former con man becomes a paranormal detective with the goal of protecting humanity

from evil. In the DC Comics version, John Constantine takes on superpowers through his knowledge of black magic and the occult.

The TV version will be headed up by Daniel Cerone, a writer and producer on The Mentalist, and David S. Goyer, who is somewhat of a specialist when it comes to adapting comics for the screen. In particular, Goyer penned screenplays for Blade,

The Crow, Ghost Rider, Christopher Nolan's Batman trilogy and Man of Steel. He is currently working on stories and screenplays for the sequel to Man of Steel (tentatively titled Batman vs. Superman) and for Justice League.

In the new NBC series, Constantine will be played by Welsh actor Matt Ryan. Former Lost star Harold Perrineau will play his guardian angel. AFP



Matt Ryan will play John Constantine this fall on NBC. CONTRIBUTED

2 SCENE



Courtney Love ALL PHOTOS GETTY IMAGES

Brand was a wee bit too stinky for Love

Courtney Love says that she might have warmed to Russell Brand's advances if it weren't for his odour. "My favourite Russell Brand line was when we first were friends and he tried to hit on me and nothing ever happened," Love tells British talk-show host Alan Carr. "He goes, 'I've had a lot of grand conversations, darling, but none of them ever ended in an orgasm. Can we go to your room?' He's got some good lines."

Apparently not good

enough to overcome the smell, however. "I said to Russell, 'You're too musky for me, man,'" she says. "He is a little musky. We did yoga together and the musk was there."

The former Hole singer isn't the biggest fan of Brand's ex-wife Katy Perry, either, though she tries to play nice. "Katy Perry bores the s— out of me," Love reportedly told a crowd during a show in New York last fall. "She's a nice girl, but she just really bores me."

METRO DISH

OUR TAKE ON THE WORLD OF CELEBRITIES

The Word

Michael and Sarah have a ball at the Met Gala



STARGAZING
Malene Arpe
scene@metronews.ca

Michael Sheen and Sarah Silverman are photographed walking the Met Gala red carpet together. Now they just have to do the required Couples' Trip to the Grocery Store and the relationship will be official.

Cressida Bonas is on "compassionate leave" from work after her break-up from Prince Harry. Back in my day we just took two Valium and sucked it up.



This week in feuds: 1) Mike Epps calls comedian Kevin Hart "overrated." 2) George Clooney attacks Steve Wynn in an open letter. 3) Seth Rogen has had enough of Justin Bieber and calls him a "piece of bleep." 4) Back in my day we just ... no, we pretty much just talked about our enemies to the press, too.



Ellen Page

Singer allegations are 'super, super disturbing': Page

While Bryan Singer has kept quiet in the wake of his numerous sexual abuse allegations and mounting civil suits, at least one of his X-Men: Days of Future Past stars is addressing the issue.

Ellen Page finds the allegations "super, super disturbing" in an interview with the Hollywood Reporter. "I guess the truth will

come out in the way that it does, but it's hard to hear about someone being in that situation, someone you like working with," she says, adding that whether or not the allegations against Singer are true, "I do think that there's a systematic issue of people in places of power manipulating and abusing young people."

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HONDA

Don't get laid up by disability plan

Sicker shock. Read fine print and tailor coverage to avoid being caught out



GAIL VAZ-OXLADE
Gail blogs daily at gailvazoxlade.com

Imagine the horror of being diagnosed with a progressively debilitating disease. Imagine the relief of knowing that while you have to stop working, you have a group disability plan that will help to make ends meet. Imagine your disbelief when your claim is declined by the insurance company because you just aren't disabled enough in their eyes. It happened to a girlfriend of mine and it could happen to you.

If you want to avoid a nasty surprise when you can least afford it financially and emotionally, take these questions to your benefits administrator at work and make sure you understand the answers you're given.

What's the policy's definition of "disabled" and how long will benefits be paid?

If you can't do the job you were hired to do, will you be paid regardless of what other work you may be able to find? Will partial benefits be paid if you can only work for a few hours a day? A weak definition of disabled can be one of the biggest holes in a plan.

Carol had a disability plan that covered her for her "own occupation" for two years, after which it reverted to "any occupation," which is pretty typical of a group plan. The only way Carol could continue to collect after two years is if she were unable



Don't wait until you get a diagnosis to find out the benefits you need aren't covered by your disability insurance. ISTOCK

to do any work at all. If the insurance company deemed she could be a parking lot attendant, they wouldn't pay.

How much am I covered for, and how will it be taxed?

Most group policies cover employees for a certain percentage of their salaries — often 60 to 75 per cent. Some also have a cumulative maximum. But many people have no idea how much they're covered for or even if their disability income will be taxed. Many group policies paid for by an employer generate income that is not taxed. If you pay the premiums directly from your after-tax income, or if your premium is a taxable benefit, then the money you receive on a claim is tax-free.

If you find that the income you receive from your disability coverage is taxed, the next question is this: Will the money be enough once tax is taken?

Does my policy have a residual disability feature?

In the case of a slow recovery or deterioration because of a progressive disease, this feature becomes very important. Without it, years may pass before your claim can begin because you must meet the insurance company's definition of "totally disabled." Since most group plans have limited benefits for residual disabilities, the seams of your safety net may not be as strong as you think they are.

What are the exclusions on my policy?

An exclusion is something you aren't covered for. Typical exclusions include travel outside Canada, pre-existing conditions, mental, nervous disclosure, and alcoholism. The list can be wide and varied. If your malady falls within the list, you've got a hole in your safety net.

People often don't carry

individual disability insurance because they believe their group coverage is fine. Smart people who want to make sure that they are well-protected don't rely on the off-the-shelf version. They look to an individual policy to supplement it. Carol bought low-cost private coverage that would kick in after the first two years of her group coverage expired. This group offset insurance is cheap because the wait period (the time before benefits are paid) is so long.

The other important issue in favour of an individual policy is that you may not always have your group plan. A change in jobs, the decision to stay home to raise a family, or self-employment could all leave you with no coverage.

It's complicated

Buying disability coverage is complicated. Not only are there rigorous health criteria, you must also show proof of in-

What to look for

When shopping for an individual plan, look for:

- A policy that is non-cancellable and guaranteed renewable so that the contract cannot be changed or cancelled when you may not qualify for another plan.
- An inflation or cost-of-living rider, which is a good way to increase your monthly benefits. While this can be expensive, you must consider it in the context of the impact of inflation on your purchasing power.
- A future insurability rider, which will allow you to increase your benefits without additional health questions. If you anticipate significant increases in your future income, make sure you have this feature.

come relative to the coverage you're applying for. That often excludes new entrepreneurs from coverage at least until they have a two-year earnings history. And as you get older, not only does new coverage get more expensive, it becomes more difficult to qualify.

You need the help of a qualified insurance advisor when you go shopping for disability insurance. With so many sizes and styles out there, it's very easy to buy one that looks good on the hanger but just doesn't fit. Using a generalist may get you in trouble. The good fit comes with a fine tailor who can customize a disability plan just for you.

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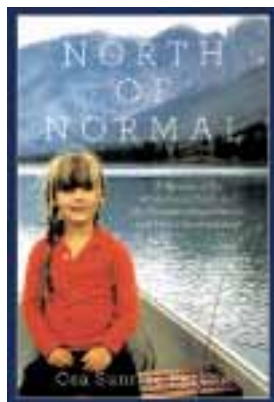
From moccasins and meadows to a high-heeled, haute couture career

A model upbringing?

North of Normal chronicles an unconventional childhood in the Canadian wilderness and its impact on a future in fashion

Cea Sunrise Person graced magazines, catalogues, print ads and TV commercials for nearly two decades as an international model — a stark contrast to childhood years spent living in the Canadian wilderness.

In her memoir, *North of Normal*, Person chronicles her unconventional upbringing with her pot-growing, free-loving family dwelling in a teepee and living off the land. The book also reveals



the challenges of life with her late mother Michelle as the duo left the family behind and Michelle pursued a string of topsy-turvy relationships.

The Vancouver-based author writes of her anti-establishment grandfather known as Papa Dick who decided

Resilience on the runway

"Even though the world of modelling has its dark side, for me, it was a saviour. It gave me the independence that I needed."

Cea Sunrise Person
Author of *North of Normal*

to relocate the free-spirited family of hippies from California to Canada.

Eighteen months after Person's birth to her teen mom in 1969, her family relocated to a remote piece of land near a First Nations reserve in northern Alberta. Until the age of five, Person and her mother lived with Papa Dick, her grandmother and aunts in Kootenay Plains and Morley, Alta., hunting

and gathering their food and creating a stove dubbed the Guzzler fashioned out of an old barrel.

"I had dresses made from hides ... my grandmother would sew my moccasins from leather she'd tanned herself," recalled Person in an interview, noting that the rest of her clothing came from Salvation Army when her grandfather made occasional trips into town.

Person, 44, recalled an "amazing feeling of freedom" as a self-described nature child galloping in the meadow and fields. But exposure to more adult activities as a youngster also left lingering memories for Person which she candidly shares in her memoir.

"I felt so alone in my experiences because how can you tell your friend when you're 10 years old you've seen and heard sex happen in front of you 100 times?.. Or that your mom smokes pot every day or that your mom's boyfriend does mushrooms?"

"Putting it out there made me feel a lot less alone. And it made me feel like I hope that I can connect with some people out there who may have had the same experiences."

Despite seeing the writing experience as cathartic, she admits it was hard to write about her early teen years prior to starting modelling when she felt "rudderless."

"I wasn't the wilderness child anymore. I was terrified of my future because I didn't want to end up like my family. I didn't know



Cea Sunrise Person's modelling career has seen her living in New York, Los Angeles, Paris, Munich, Hamburg, Zurich and Milan.

SHIMON KARMEL/THE CANADIAN PRESS

what my escape route would be, but I desperately wanted a different life and I didn't know what it was going to be like."

Modelling helped to serve as an anchor, as Person worked full-time in the industry from age 13 to 30. While Person said she enjoyed the chance to travel to amazing locales, her memoir also illustrates the not-so-glamorous side of the business, like living in grungy apartments or seeing other girls battling bulimia.

Person credits her wilder-

ness smarts and a resourcefulness and resilience built from childhood in being able to emerge relatively unscathed.

"It was a healthy escape for me. Even though the world of modelling has its dark side, for me, it was a saviour. It gave me the independence that I needed."

While she often felt like an outsider growing up and found difficulty forging friendships, Person was able to form those connections with other models, many of whom she remains close with today.

"The thing with modelling is it seems to attract a lot of people who do feel like outsiders in their own life," she said. "You end up being in these environments where you're working for a few days with someone from Sweden, someone from Texas, someone from Australia and you form friendships very quickly and learn about each other's life stories very quickly, and then you sometimes never see each other again, or you see each other again in a year."

"It's a very tight bond that you get with these girls because we're in such an interesting, weird world together."

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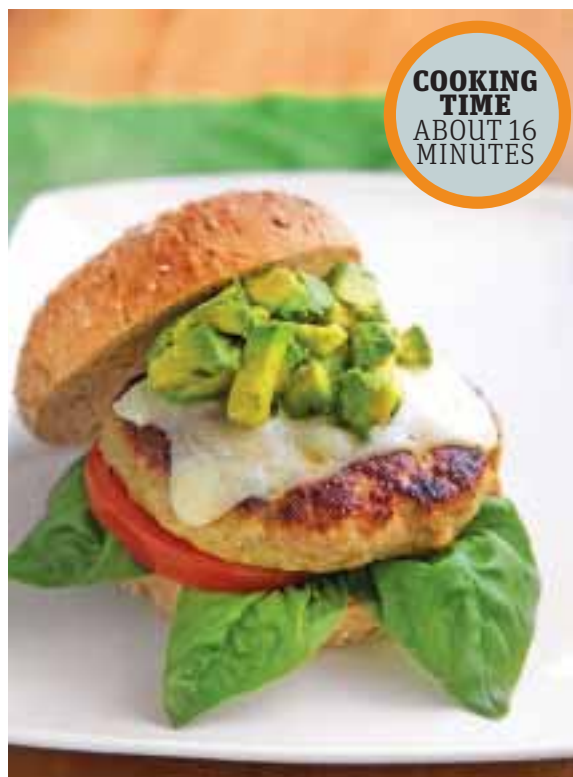
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Give a summertime fave California love



This recipe serves four. MIKE MCCOLL, FROM THE BEST OF ROSE REISMAN (WHITECAP BOOKS)

Grilling Week. Victoria Day officially launches barbecue season. Let Metro help kick it off with a week's worth of ideas for outdoor dining



ROSE REISMAN
For more, visit
rosereisman.com or
follow her on twitter
@rosereisman

Come May Long Weekend, barbecue season will be in full swing. For my part, I love cooking up a great tasting burger.

In recent years we're being warned about ingesting excess amount of beef, so my go-to burger is a lean chicken patty, which screams "California cuisine" thanks to its lovely presentation and fresh approach. Just to compare, a ground 4 ounce beef burger will have close to double the calories and fat of a ground white chicken burger.

There's nothing better than a homemade burger, which gives you control of everything

FLASH FOOD



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For this California Grilled Chicken Pesto Burger, I like to buy a combination of both white and dark ground chicken, but you can use just white if you don't have both on hand.

The great flavour of this burger comes from the secret ingredient — pesto — which is added right to the meat. I like to make my own pesto when basil is in season and freeze it in small containers for use all year. You can visit rosereisman.com for pesto recipes. You can also use store-bought pesto, but keep in mind that they tend to have excess oil, making them much higher in calories and fat.

The toppings of cheeses, avocado and tomatoes make this dish a winner.

You can prepare these burgers up to a day in advance. Simply cook them just before serving.

Nutritional information

Per serving

- Calories. 304
- Carbohydrates. 3.5 g
- Fibre. 6 g
- Protein. 23.7 g

- Total fat. 20.8 g
- Saturated fat. 7.6 g
- Cholesterol. 100 mg
- Sodium. 361 mg

Directions

1. Combine chicken, egg, seasoned bread crumbs, pesto, garlic, green onions, and salt and pepper.

2. When fully combined, form the mixture into 4 burgers.

3. Either grill or bake the burgers at 425 F until they are no longer pink, about 8 minutes per side, or until internal temperature reaches 165 F. Add the cheese and cook just until melted.

4. Place the cooked burgers on a multi-grain bun and garnish with diced avocado, tomatoes and basil leaves.

THE BEST OF ROSE REISMAN (WHITECAP

Ingredients

- 1 lb ground white and dark ground chicken
- 1 egg
- 1/3 cup seasoned dry bread crumbs
- 2 tbsp pesto sauce
- 2 tsp crushed garlic
- 3 tbsp minced green onions
- pinch of salt and pepper
- 4 thin slices Monterey Jack or aged cheddar cheese (about 1 oz)
- 4 multi-grain burger buns
- 1/4 cup diced avocado
- 4 slices ripe tomatoes
- 8 basil leaves (optional)

BOOKS) BY ROSE REISMAN



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A break finally goes D-man Bell's way



London Knights defenceman Zach Bell on his return to the team: "Sitting in the stands and watching all your comrades go to battle, there's nothing worse in the world." TERRY WILSON/OHL IMAGES

Memorial Cup. Veteran's return means giant leap for blue-line in upcoming tournament



DAVE LANGFORD
dave.langford@metronews.ca

London Knights defenceman Zach Bell was at least two weeks early in his recovery from a broken leg when he skated on to the ice Friday night for an intra-squad game.

That's one small step for Zach Bell, one giant leap for the London Knights' defence unit.

Maybe that's the way longtime NHL linesman Neil Armstrong would have said it, rather than the similar words uttered by the astronaut with the same name in 1969 after he stepped on the moon for the very first time.

It was March 27 when Bell broke his leg in the final game of the OHL first-round series against the Windsor Spitfires. Most of the experts thought he was finished for the season. They just didn't tell Bell that.

"The adrenaline was rushing last night. I was just so amped up to be out there," the six-foot-two, 233-pound Bell said Saturday.

"This morning, I was a little stiff. It's probably the biggest workload I have put my leg through since I was hurt. That's expected though. Just followed protocol, iced it a little bit and

was back on the ice today. Felt great again today."

The Knights are in the middle of an extended layoff after being eliminated by the Guelph Storm in the second round of the OHL playoffs, a series in which Bell and the Knights' other heavyweight defender, Brady Austin, were both sidelined.

And now they are only five days away from their opening Memorial Cup game Friday night against the Quebec league champion at the Budweiser Gardens.

"Monday or Tuesday I will get the final green light (to play in the Memorial Cup)," Bell said. "I don't know what they can say now that will keep me off the ice."

Knights captain Chris Tierney spoke on behalf of the whole team when he talked about Bell's impending return.

"It's huge. He's a big part of our team, not only on the ice but in the room," Tierney said. "He's a great guy who is hungry to win, will do anything for the team."

"He is so desperate to play and that's what we love about him."

Bell said the support of Knights head coach Dale Hunter and general manager Mark Hunter was also critical to his recovery.

"They kept telling me 'Bellsie, we want to have you back, we want to have you back.' It doesn't seem like much, but coming from those guys, it's something special, because they believe in me and that gives me a lot of confidence in myself."

Circled on the schedule

Knights looking for revenge

The Knights will meet the Guelph Storm at least one more time this season and feisty London forward Ryan Rupert, for one, can't wait.

"It will be good to get back at them," Rupert said. "We know we can beat them when we have a full lineup."

The Storm won the OHL championship Friday night, defeating the North Bay Battalion in five games.

Guelph, as OHL champion, will meet the host-team Knights in the Memorial Cup tournament on Wednesday, May 21, at 7 p.m.

The Edmonton Oil Kings and Portland Winterhawks are going to Game 7 to decide the WHL title after Portland's 6-5 overtime win Sunday night in overtime.

The Quebec league champion will not be determined until Tuesday, when Baie-Comeau Drakker and Val-d'Or Foreurs play a seventh game in Baie-Comeau.

DAVE LANGFORD/METRO

Memorial Cup schedule

- **Friday.** London vs. QMJHL, 7 p.m.
- Saturday.** Guelph vs. WHL, 4 p.m.
- Sunday.** London vs. WHL, 7 p.m.
- Monday.** Guelph vs. QMJHL, 7 p.m.
- Tuesday.** WHL vs. QMJHL, 7 p.m.
- Wednesday.** London vs. Guelph, 7 p.m.
- Thursday.** Tiebreaker if needed, 7 p.m.
- Friday.** Semifinal, 7 p.m.
- Sunday.** Championship final, time TBA.

Golf. Kaymer holds on at TPC Sawgrass ... barely

Martin Kaymer made a 30-foot par putt on the 17th hole and held on to win The Players Championship by one shot over Jim Furyk. Kaymer appeared to have this one in the bag until a rain delay. He made double bogey on the 15th hole and was in trouble in the island-green 17th hole. His ball stopped a foot from going into the water. His chip was weak and came up 30 feet short. He made the putt to stay a shot ahead, and made par on 18 for the win. THE ASSOCIATED PRESS



Players Championship winner Martin Kaymer THE ASSOCIATED PRESS

NBL Canada

Lightning keep six safe for upcoming season

The London Lightning have elected to protect six first-year players from last season.

Garrett Williamson, Zane Johnson, Stephen McDowell, Jermaine Johnson, Dwight McCombs and Tony Bennett were the six announced. Of the six, only Williamson played the entire season with the Lightning.

DAVE LANGFORD/METRO

MLB. Twins throw wrench into Ray's latest fine start

Eduardo Nunez hit a tiebreaking single in the eighth inning and the Minnesota Twins rallied for a 4-3 victory over the Detroit Tigers on Sunday.

The Twins took advantage of poor defence by the Tigers in the late innings. Minnesota scored three runs in the eighth, spoiling another fine start by Detroit rookie Robbie Ray, who pitched six scoreless innings in his second big-league start.

THE ASSOCIATED PRESS



Robbie Ray tossed six scoreless innings Sunday. THE ASSOCIATED PRESS

Sam: Feeling like a first draft pick

NFL draft. Rams select gay football player 249th overall out of 256 selections

Michael Sam waited and waited. Hours passed, rounds came and went, and eventually, there were only eight more picks left on the third and final day of the NFL draft.

For just a moment, it looked as if his chance of being picked by a pro team and becoming the league's first openly gay player might take a detour. Or at least be delayed.

The call finally came Saturday from the St. Louis Rams,

Quoted

"Michael Sam doesn't have to be a vocal advocate (for gay rights). His visibility is his advocacy."

Wade Davis, a gay former NFL player who is now the executive director of the gay rights advocacy group You Can Play

the team right down the road from where Sam played his college ball at the University of Missouri.

Sam was selected in the seventh and final round and admitted it was a frustrating wait. He said teams that passed on him chickened out and he should have been drafted sooner.

"From last season alone, I should've been in the first three rounds. SEC Defensive Player of

the Year, All-American," Sam said. He stopped short of directly saying his stock dropped in the draft because he came out.

"You know what, who knows? Who knows? Only the people who sit in the war room know," he said. "They saw Michael Sam, day after day they scratched it off the board. That was their loss. But St. Louis kept me on that board. And you know what? I feel like I'm a

(Jadeveon) Clowney, a first draft pick. I'm proud of where I am now."

Sam came out as gay in media interviews earlier this year. His team and coaches knew his secret and kept it for his final college season. He went on to have the best year of his career: He was the co-defensive player of the year in the NCAA's best football conference and had 11.5 sacks.

When Mike Kensil, the NFL's vice-president of game operations, walked to the podium and said: "The St. Louis Rams select ... Michael Sam ..." the fans gave a hearty cheer, chanting "Yes! Yes! Yes!" and "Michael Sam!"

THE ASSOCIATED PRESS



Michael Sam cries as he talks on a mobile phone after he was selected in the seventh round by the St. Louis Rams on Saturday. ESPN/THE ASSOCIATED PRESS



Pellegrini guides Man City to Premier League title

Vincent Kompany of Manchester City lifts the Premier League trophy following the club's match against West Ham United in Manchester, England, on Sunday. Manager Manuel Pellegrini was a league winner at last in Europe, silencing the skeptics. "It's a great experience," the Chilean said after Manchester's title-clinching 2-0 win. "It's not easy to come to the Premier League — the most difficult league in the world." Pellegrini is the first manager from outside of Europe to win the country's top division.

ALEX LIVESEY/GETTY IMAGES

NHL. Thornton hosed for fine after squirting water at Subban from bench

Boston Bruins forward Shawn Thornton said Sunday he won't contest a fine of more than \$2,800 for squirting water from the bench at Montreal Canadiens defenseman P.K. Subban in the final minute of Game 5 of the Eastern Conference semifinals.

Boston won the game 4-2 and took a 3-2 lead in the series. THE ASSOCIATED PRESS



Shawn Thornton THE ASSOCIATED PRESS

NBA. Collison comes up clutch in crunch time, Clippers hold off Thunder

Darren Collison scored 10 of his 18 points in the final 2:58, rallying the Los Angeles Clippers past the Oklahoma City Thunder 101-99 on Sunday to tie the Western Conference semifinal series 2-2.

Russell Westbrook, who scored 27 points, missed a three-pointer and Serge Ibaka's tip attempt was too late at the buzzer, allowing the Clip-

pers to salvage a game they trailed until the final 1:23.

Blake Griffin led Los Angeles with 25 points, making nine of 11 free throws, and Chris Paul had 23 points and 10 assists.

Kevin Durant scored 40 points for the Thunder.

Game 5 is Tuesday night in Oklahoma City.

THE ASSOCIATED PRESS

F1. Mercedes teammates Hamilton, Rosberg finish 1-2 for 4th straight race

Mercedes teammates Lewis Hamilton and Nico Rosberg sped away to their fourth straight one-two finish at the Spanish Grand Prix on Sunday in a dominant performance that does not bode well for the rest of the Formula One field.

Hamilton took off from pole position and stayed ahead of Rosberg — despite the German closing to less than a

second in a tense final lap — to record a fourth consecutive victory and move ahead of his teammate in the overall standings.

Hamilton's 100 points after five races put him three points ahead of Rosberg, who failed to find a way in front of his main rival for a fourth straight time after winning the season opener. THE ASSOCIATED PRESS



Sudoku

How to play

Fill in the grid, so that every row, every column and every 3x3 box contains the digits 1-9. There is no math involved.

Friday's Sudoku

3	8	7	2	5	4	1	6	9
5	9	1	6	7	8	3	4	2
2	6	4	9	1	3	7	5	8
8	4	9	5	3	1	6	2	7
6	1	5	7	8	2	4	9	3
7	3	2	4	6	9	5	8	1
9	5	3	1	2	6	8	7	4
4	7	8	3	9	5	2	1	6
1	2	6	8	4	7	9	3	5

7		3		4		1	9	
		1	9					
				5				4
3		8	6					
9			1		4			7
				3	5			8
5				2				
						4	6	
	4	2		9		7		3

Horoscopes

Aries

March 21 - April 20

Rivals seem to know what you are doing, even when you are not sure. That puts you at a disadvantage. Either be more secretive or find ways to tap in more effectively to what's going on around you.

Taurus

April 21 - May 21

Be true and resist temptation to cut corners merely because no one can stop you. This is a great time for group activities and it will be even better if you are all working together on the same ethical level.

Gemini

May 22 - June 21

With Mercury, your ruler, linked to ambitious Mars as the new week begins, there is no reason why you should not reach the top of the tree in your chosen career. Yes, you do have what it takes.

Cancer

June 22 - July 23

Trust your instincts and keep on trusting them even when the powers that be say you've got it all wrong. Listen to what your inner voice is trying to say and then act on what it tells you. You don't need any other advice.

Leo

July 24 - Aug. 23

Something you have kept secret for a long time will come to the surface over the next few days. In a way it will be a relief as you will no longer have to play games and pretend to be who and what you know you are not.

Virgo

Aug. 24 - Sept. 23

Don't try to keep your thoughts to yourself today because loved ones will be able to read on your face what it is you are hiding. Be honest about what is going on in your head and your heart.

Libra

Sept. 24 - Oct. 23

Some things may seem funny to you but not everyone will laugh at your jokes today. Most likely it's because they resent you being the centre of attention all the time. That's too bad — the limelight is there to be hogged.

Scorpio

Oct. 24 - Nov. 22

This is a positive and potentially passionate time for you but to make the most of it you have got to be more outgoing. Let those you are attracted to know that you are interested — don't leave them guessing.

Sagittarius

Nov. 23 - Dec. 21

Try not to come on too strong when debating with others. You may have all the best opinions and the facts and figures are certainly on your side but make allowances for those who don't share your passion for the truth.

Capricorn

Dec. 22 - Jan. 20

You seem amazingly open at the moment, which is great. But watch out you don't let slip information that it might be sensible to keep to yourself. You don't have to tell everyone about everything.

Aquarius

Jan. 21 - Feb. 19

If you are looking for ways to make money you will come up with plenty of ideas over the next 24 hours. The only danger is you may do nothing with them. One good idea acted on is better than a dozen that just sit there.

Pisces

Feb. 20 - March 20

You will be more inclined than usual to take risks. So long as they are calculated risks that's fine — you will come to no harm and could even make money — but if you act recklessly the fall could be spectacular. **SALLY BROMPTON**



Up-to-date scores

Canada

TOP 5

1 **178 points**, Saudah - *Toronto*

2 **157 points**, Brad - *Ottawa*

3 **155 points**, Niramay - *Toronto*

4 **155 points**, Samir - *Toronto*

5 **147 points**, Ritik - *Vancouver*



See this symbol? You can scan the photo above with your Metro News app to play the game. The top 5 winners will be announced May 15th in the Metro News app and will win a Jumpstart prize. Subject to terms and conditions. QC not eligible. canadiantire.ca/jumpstart

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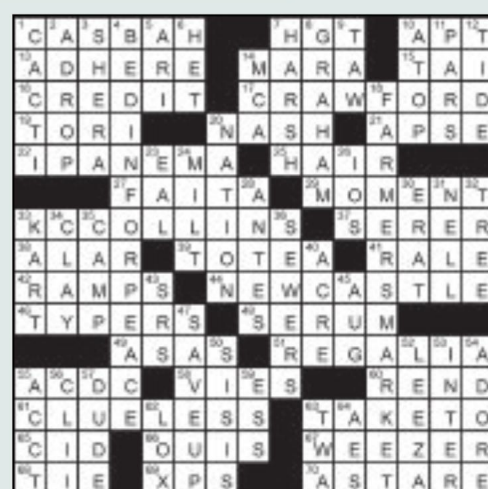
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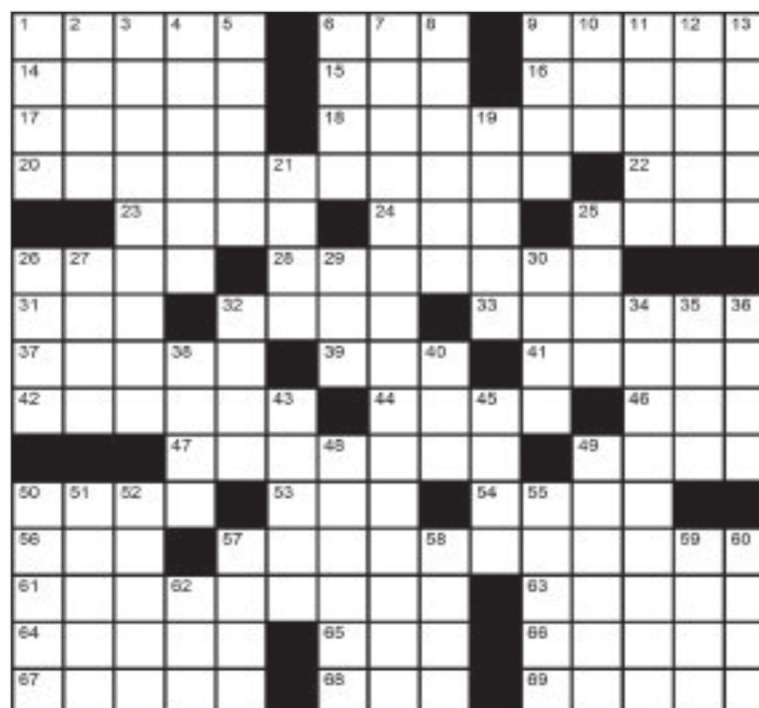
Friday's Crossword



Crossword: Canada Across and Down

Across

1. Ottawa's 'Parliaments', e.g.
6. Canadian broadcaster Erica
9. Mark ___ ('Shark' on ABC's "Shark Tank")
14. Off-white
15. PBS funding org.
16. Repent
17. ___ closet
18. British band, The ___ (See #7-Down for more!)
20. William and Harry's dad, one day: 2 wds.
22. Meshwork
23. Title in Turkey [var. sp]
24. Israel: ___ Aviv
25. Tidying target
26. Pouches
28. Montreal-born actress Rachelle
31. 'Smell'-meaning prefix
32. Mr. Bridges
33. Dodges
37. Important exam
39. "Unpretty" group
41. Inference
42. 'The New Classic' Australian artist Iggy
44. Retreat
46. Vintage record label
47. "___ Annie" (1933) starring Canadian actress Marie Dressler
49. Acme
50. Inventor, Thomas ___ Edison
53. LummoX



54. ___ Hall: "Harper Valley P.T.A." song-writer
56. US auditing agcy.
57. ___ (Like green rocks)
61. Instrument for Canadian musician Walter Ostanek
63. Thwart
64. Canadian actress

- Ms. Katic
65. Baby bear
66. Toxin type
67. Stephen ___ Bank of Canada governor
68. Utah's capital [acronym]
69. Chooses
- Down**
1. Defraud
2. Nero's 57

3. Iroquoian Chief of Stadacona (Present-day Quebec City)
4. Musician Mr. Allman's
5. Harmonization, briefly
6. One-named singer
7. Song by #18-Across that goes "She's been gone such a long

- time...": 4 wds.
8. Actress Ms. Matlin
9. Bus alternatives
10. ___ possidetis (As you possess, at law)
11. 'Sea' suffix (Carried by the ocean)
12. South American mountains
13. Soarer's structures
19. Inquire

21. Healthy
25. Honey drink
26. Furniture piece
27. NBC's "Parks and Recreation" star Mr. Ansari
29. Dine
30. Campsite visitor, e.g.
32. Cordon ___ (Great chef)
34. British Columbia: Sparwood attraction 'Terex Titan' is a gigantic what?: 2 wds.
35. "Behold!" to Brutus
36. Classic record label
38. Edmonton's prov.
40. Motorists org.
43. Be kind, Do ___ turn
45. Be not-nice, Stick ___
48. ABCs
49. Joni Mitchell song that goes "The drone of flying engines..."
50. Audibly amazed
51. 'Milk'-meaning prefix
52. Singer's helper, ___ Coach
55. Blatant
57. "I'm Yours" singer Jason
58. "Squawk Box" network
59. Ms. Brickell, Paul Simon's wife
60. Shelters
62. Lennon's love

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